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EFDC

/

**STRATEGIC  
MASTERPLAN  
FRAMEWORK**

/

North Weald  
Bassett

March 2024

Vistry Group



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# A Context

The background of the slide is a detailed aerial site plan or masterplan. It shows various building footprints, parking lots, roads, and landscaped areas with trees. The drawing is in a light, sketchy style, typical of architectural site plans. A semi-transparent white circle is overlaid on the right side of the plan, partially obscuring some of the details. A solid green horizontal bar is positioned below the letter 'A' of the main title.



# Executive Summary

This document sets out the vision and framework to guide development within the North Weald Bassett Masterplan Area. Its purpose is to shape the proposals that will come forward through subsequent planning applications for each of the allocated sites, which are expected to respond positively to the placemaking and spatial principles set out within this document.

The development of the Strategic Masterplan Framework at North Weald Bassett responds to Policy P6 of the Epping Forest District Local Plan 2011-2033, which allocates land for development, including the allocation of five development sites within the Strategic Masterplan Framework which are required to provide a minimum of 1,050 homes along with strategic infrastructure.

The site is located to the north of the village of North Weald Bassett and in close proximity to the North Weald Airfield Masterplan area, where the Local Plan provides for 10ha of additional employment land. Policy P6 requires the North Weald Bassett Masterplan Area to provide Suitable Alternative Natural Greenspace (SANG), the location of which is to be confirmed through this Strategic Masterplan Framework process. The site has good access to the strategic highway network with improvements to the A414 which will allow bus services to enter and leave the site area.

The principles set out within this Strategic Masterplan Framework have been informed by a variety of technical assessments and comments made through consultation and engagement undertaken at key stages over a number of years. The site constraints and opportunities have been fully examined and discussed with Epping Forest District Council, Essex County Council and other key stakeholders and local groups such as North Weald Bassett Neighbourhood Plan Steering

Group, North Weald Parish Council, design review panels and public consultation events.

The spatial principles and framework set out in this document have evolved from this work and are rationalised through the mandatory spatial principles/framework plans. Future planning applications will need to be in general accordance with this Strategic Masterplan Framework, which affords flexibility to allow for the effective design and layout of the site at the detailed design stage of the planning process. The Strategic Masterplan will be an important material consideration in the determination of future planning applications. It will be a landscape-led village masterplan which utilises the existing landscape framework. New and enhanced social focal points for residents in North Weald will be provided, centred on a new Social Heart to the village at the Memorial Playing Fields.

A critical part of the SMF is its enhanced connectivity through the proposal as a conduit to key destinations and the surrounding countryside. This will help integrate the new development within the existing village, foster a sense of community and draw on the unique heritage of North Weald Bassett.

This document has been produced to inform the development of future planning applications for the North Weald Bassett Strategic Masterplan Framework. This will ensure that any proposed development acknowledges the Council's vision, Local Plan policies and guidance and supports the delivery of the District's housing needs whilst protecting the site's heritage and village setting.



# Vision

“A landscape-led masterplan, which respects the discrete character of the village; utilises existing landscape features; places an emphasis on social focal points, connectivity and integration with the fabric of the village; fosters a sense of community; and acknowledges the history of North Weald Bassett”



Minimum 1050 new homes, each within 150m of a major green space corridors



A new, centrally located Social Heart for the village based around the Memorial Playing Fields



Over 17ha of attractive landscape and open space



Exciting new accessible play spaces for a range of ages, including teenagers



New facilities for the village including new sports, shops, health, community and mobility uses



New/improved primary school and early years facilities to meet the needs of the village



Electric vehicle charging points at every home



Over 6km of new and enhanced pedestrian routes through the site to the surrounding countryside



An integrated network of cycle paths connecting the key destinations including the Airfield Masterplan



A range of new homes with a mix of tenures, typologies and densities



Allowing bus links into the site connecting to the existing village and links to/from Epping



A new vehicular access from the A414, on the strategic highway

# 1. Introduction

## 1.1 Background

This Strategic Masterplan Framework (SMF) has been prepared by Vistry Group and its consultant team, as promoters of one of the five development sites of the North Weald Bassett SMF. The owners of the remaining four development sites have been engaged with, along with key stakeholders and utility providers, including the Parish Council, Neighbourhood Plan Steering Group (NPSG), officers at Epping Forest District Council (EFDC) and Essex County Council (ECC), National Highways, Thames Water and Natural England.

## 1.2 Purpose and scope of the SMF

The Strategic Masterplan Framework document sets out the key development, design and delivery principles to guide proposals for North Weald Bassett as is advocated in Policy P6 of the Epping Forest District Local Plan (adopted March 2023). It will also inform and guide proposals put forward by developers which will be subject to forthcoming planning applications.

Once finalised, the endorsed SMF will be taken into account as an important material consideration in the determination of any planning applications. It will sit alongside the Local Plan to ensure that development is planned in a comprehensive manner and establishes the principles to guide the preparation, submission and determination of future planning applications.

Within the SMF some Mandatory Spatial Principles are set out to which are fundamental to its successful delivery and should be adhered to.

EFDC has set out how the SMF fits into a wider suite of documents to guide development at North Weald Bassett, through which the design will be further refined:

1. Strategic Masterplan Framework (this document)
2. Outline/detailed planning application - to build upon the SMF vision with more detailed technical work and feasibility
3. Design code - to set the rules to achieve design quality and consistency
4. Reserved Matters - detailed design proposals relating to layout, scale, appearance, access and movement.

## 1.3 Key issues

The key strategic issues that are vital to the delivery of the North Weald Bassett masterplan are listed below along with a short description of how they have been addressed by the proposal.

**Integration with North Weald Bassett** - ensuring that the SMF responds positively to its context, referencing its unique heritage and ensuring a seamless transition.

**The Strategic Framework** - explaining how the SMF can provide much needed local facilities for the whole village, set within a high quality, legible urban form.

**Links to the wider countryside** - using the SMF as a conduit to the surrounding countryside, enhancing existing links and creating new destination and recreation routes.

## 1.4 Process programme

EFDC's Endorsed Strategic Masterplanning Framework Briefing Note outlines the structure for the SMF process. Following public and further stakeholder consultation, the final version of the SMF will be submitted to EFDC for approval who will then use it in determining future planning applications.

## 1.5 Glossary of key terms

This SMF features the following key terms which are summarised below for ease of understanding:

**Accessibility** - The ease with which locations can be reached. People of all ages, skill, backgrounds or financial means should have easy access to a wide range of activities and destinations.

**Character** - Character areas are an important tool in helping to deliver contextually responsive urban design, allowing the urban designer to understand and respond to the unique qualities of any particular neighbourhood.

**Density/dph** - Dwellings Per Hectare, a way of determining how many dwellings/homes per hectare of land (applies to both existing and new homes).

**ECC** - Essex County Council.

**EFDC** - Epping Forest District Council.

**Green and blue infrastructure (GBI)** - a strategically planned network comprising all of our most valuable green (land based) and water (blue) spaces and features, both natural and semi-natural features and habitat types, both within urban and rural that when connected, deliver quality of life and environmental benefits for communities and nature.

**Green belt** - A planning policy to prevent urban sprawl by keeping land open with an essential characteristics being their openness.

**Legibility** - The act of designing a place in an understandable and coherent way to its users.

**Permeability** - Permitting ease of movement and avoiding severed neighbourhoods and routes.

**Placemaking** - The creation of public spaces that inspire, are memorable and promote social interaction and cultural exchange.

**Public realm** - The parts of a place that are available for everyone to use or see, for example streets.

**Public Right of Way (PRoW)** - A public right to travel unhindered over a piece of land, even if that land is privately owned.

**QRP** - Quality Review Panel, with specialist knowledge to advise a local authority on the design merits of masterplans.

**SANG** - Suitable Alternative Natural Greenspace, an area that is aimed at safeguarding a Special Protection Area (SPA) or Special Area of Conservation (SAC).

**SMF** - Strategic Masterplan Framework document, which sets out the design principles for future planning applications.

**Sustainable design** - The practice of designing products, services and processes (including a masterplan) to be sustainable. This primarily means that designs minimise environmental impact and improve quality of life.

**Urban design** - The practice of placemaking.



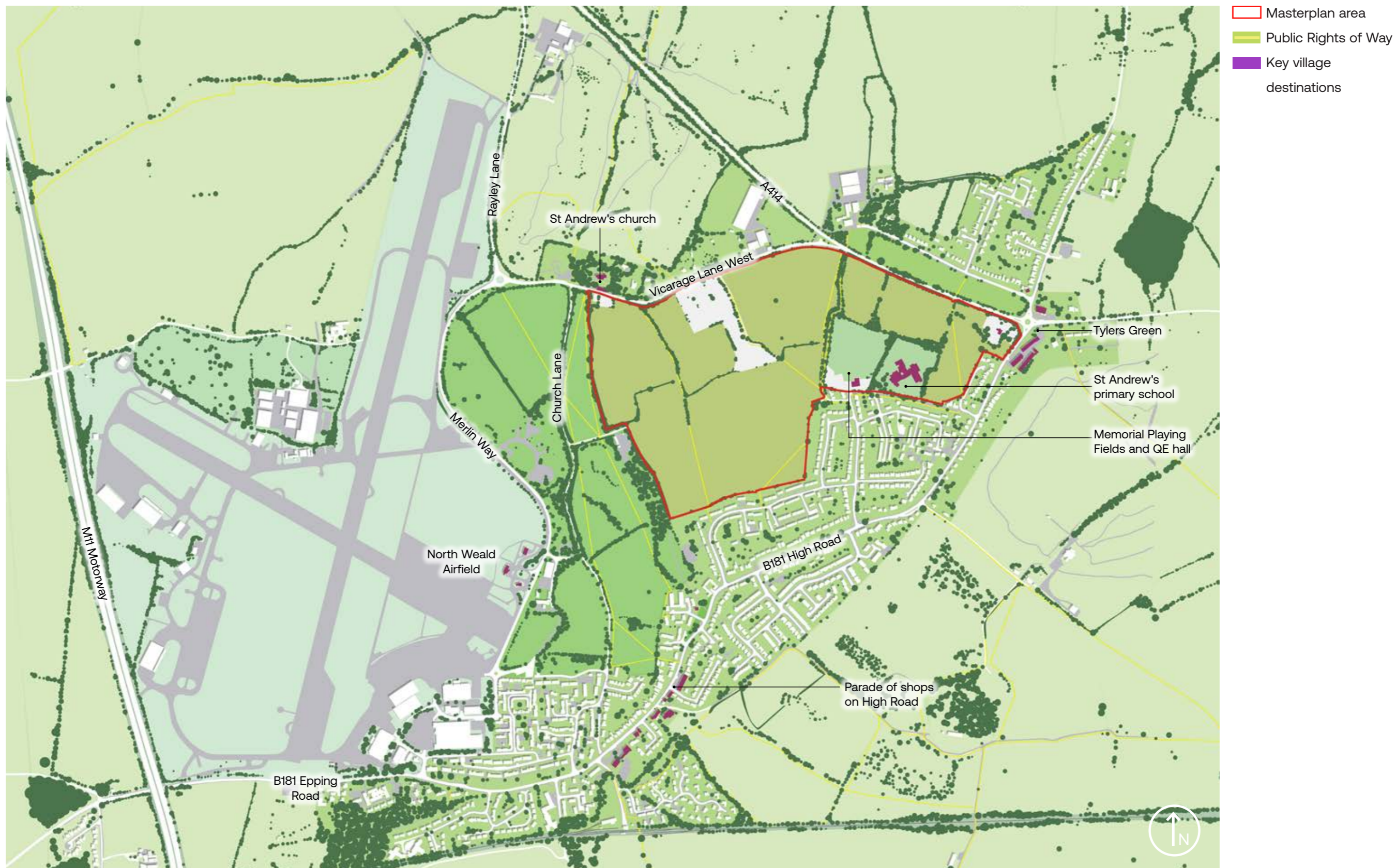


Figure 1.1 - North Weald Bassett Village

## 2. Planning policy and guidance

### 2.1 Local plan context

The Epping Forest District Local Plan allocates land throughout the District to meet the future needs of the District to 2033, including providing land for housing, employment, retail, community, recreation and leisure needs.

Policy P6 of the Local Plan allocates land for development at North Weald Bassett as the SMF (see figure 2.1). This includes the allocation of five development sites within the SMF area to the north and west of the village, which are required to provide a minimum of 1,050 homes, at the following sites:

- **NWB.R1** – Land west of Tylers Green (which is also required to provide up to 5 traveller pitches under allocation NWB.T1)
- **NWB.R2** – Land at Tylers Farm
- **NWB.R3** – Land south of Vicarage Lane
- **NWB.R4** – Land at Chase Farm
- **NWB.R5** – Land at the Acorns, Chase Farm.

Where neighbouring developer/land owner boundaries exist, a collaborative approach should be undertaken to ensure that the principles outlined within the SMF are retained.

Alongside the development of the above sites, the Local Plan requires new development to provide the following strategic infrastructure:

- Appropriate education provision including early years, primary school and secondary school places

- The provision of walking and cycling facilities, providing linkages both within the site and to key destinations
- Enhancements to public transport provision or other initiatives which reduce the need to travel by car
- Highways and junction upgrades
- Upgrade and improvement of utility infrastructure including water, waste water, solid waste, gas, electricity and telecommunication where necessary
- Improvements and provision of green and blue infrastructure and open space throughout the settlement (including SANG)
- Local centre including retail and community use, and appropriate provision of health facilities
- A strategy to address surface water flooding.

In taking forward the above sites, EFDC has a policy requirement for the preparation of an SMF to guide development. The area to be subject to the SMF also includes St Andrew's Church of England Primary School, the Memorial Playing Fields and two existing residential properties.

A separate SMF for the Airfield has been completed and endorsed by EFDC to guide its continued use as an operational aerodrome alongside future employment, leisure and community development, in accordance with allocation E1.

There are a high number of other planning policies within the Adopted Local Plan, which are important planning considerations. The key policies of relevance to this SMF include

policy SP2, DM9, DM10, T1. In addition, the EFDC Sustainability Guidance and Green Infrastructure Strategy are also material planning considerations.

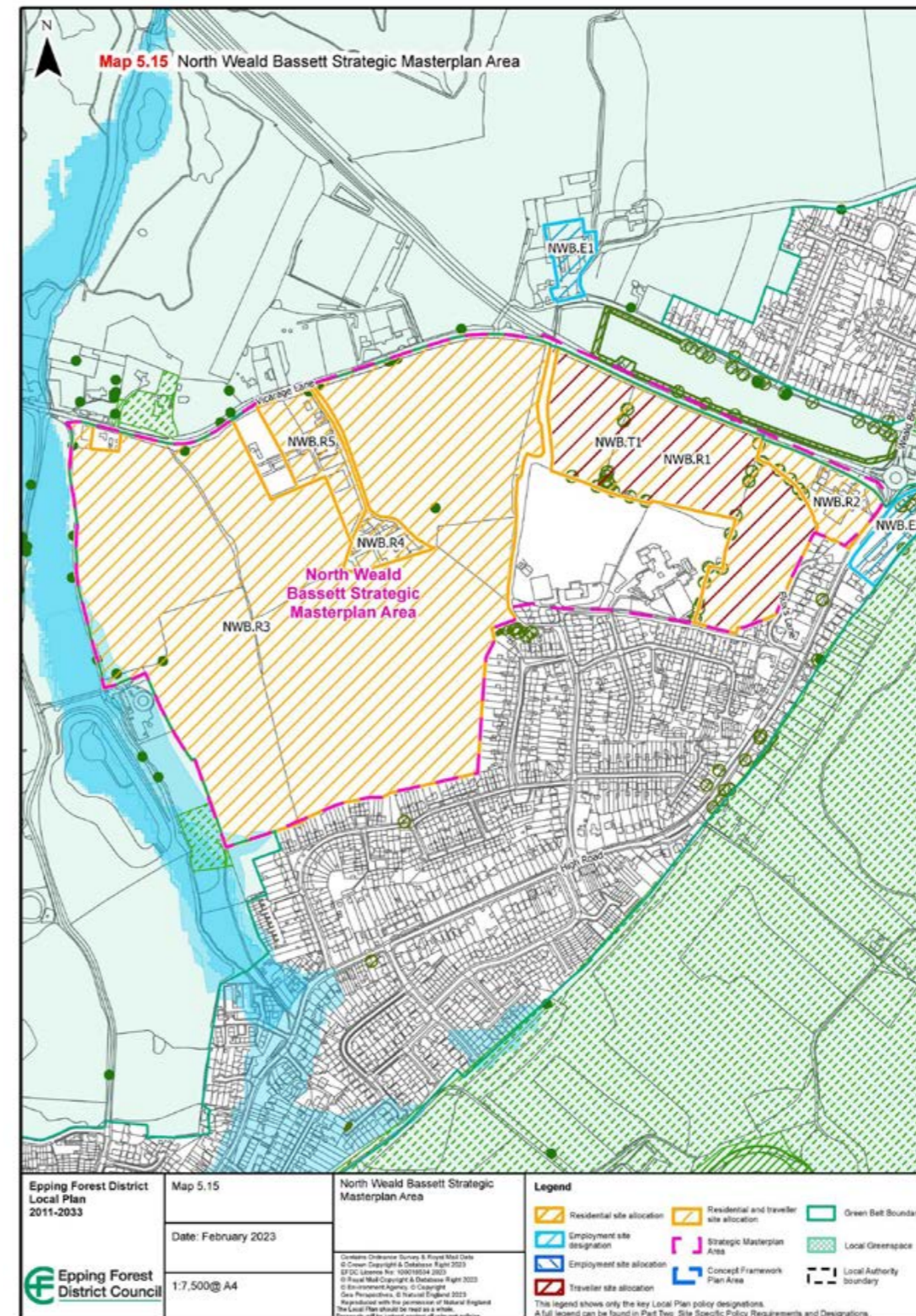


Figure 2.1 - North Weald Bassett Strategic Masterplan Framework area ©EFDC

## 2.2 National guidance

The revised National Design Guide (NDG) was published in October 2019 by the Ministry of Housing, Communities and Local Government (subsequently Department for Levelling Up, Housing and Communities). It illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

The National Design Guide provides Local Planning Authorities, designers and developers support in defining 'good design'. It consists of good practice examples and reinforces the aim of the National Planning Policy Framework (NPPF) to create high quality places and buildings.

The framework of the NDG bases itself around the 10 characteristics of well-designed places. These characteristics cover Character, Community and Climate, including the built form and functionality of buildings, the design of public realm and the identity of place. These 10 characteristics are illustrated opposite, and are applied to the SMF.



Figure 2.2 - National Design Guide 12 principles for a well-designed place

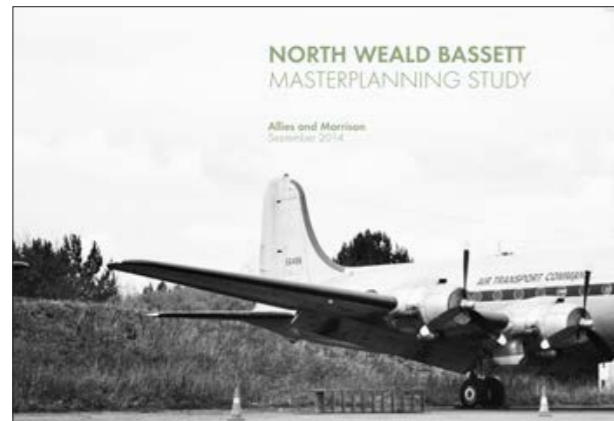


Figure 2.3 - National Design Guide principles applied to the SMF

## 2.3 Other guidance

### Allies and Morrison Masterplanning Study

To inform the Local Plan, EFDC commissioned Allies and Morrison to “undertake a Masterplanning study for North Weald Bassett, to identify a vision for the settlement and to provide a clear framework for future development and investment”. (Source: Allies and Morrison Masterplanning Study, Page 5).



Following extensive public and stakeholder consultation, the Masterplanning Study was published in 2014 and proposed a set of development principles, agreed by community stakeholders, which aim to:

- Preserve the discrete village-like character of North Weald Bassett
- Preserve and enhance settlement’s relationship to the Green Belt/ 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.

(Source: Allies and Morrison Study, Page 6)

The Study set out three separate growth options for North Weald Bassett, ranging from the provision of 500 to 1,600 new homes. Two separate spatial scenarios were developed for the distribution of new homes as follows:

- Scenario A – covering the south east of the existing settlement on land towards the Ongar Redoubt and including part of the Blakes Golf Course, or;
- Scenario B – to extend closer to North Weald Airfield, up to Merlin Way.

Following public and stakeholder consultation it was concluded that “Scenario B (with no growth to the south of the settlement) is the preferred approach for any new development of the area”. (Source: Allies and Morrison Study, Page 143).

The Study included contextual plans of North Weald to illustrate how the village has grown over the past 150 years, the village’s

history, its heritage assets, key features and physical character. The Allies and Morrison study and the context plans have provided the starting point in developing this SMF.

#### Masterplanning Study - themes for SMF to review/consider

- 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
- 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
- Enhance the bus services to Harlow and Epping
- Enhancements of the capacity of major road junctions.

#### AECOM Design Guidelines for North Weald Bassett

The 2019 design guidelines for North Weald Bassett (Aecom) sets out to ensure that any new development within the Neighbourhood

Plan area is designed and planned with due regard to the existing context.

The document covers both village-wide guidelines as well as more detailed plot guidance on, for example, extensions to existing homes.



#### Design Guidelines - themes for SMF

- Importance of the location of shopping facilities for the benefit of existing and new residents
- Provision of buffers, in particular along the southern edge of the site, creating a breathing space between the homes of existing and new residents
- Avoid extra traffic on Church Lane
- Review of long distance views.

## Neighbourhood Plan

The SMF area is located within the North Weald Bassett Neighbourhood Area. North Weald Bassett Parish Council first submitted an application for a Neighbourhood Area in September 2014 and on the 23rd January 2017, the Planning Policy Portfolio Holder determined that the whole of the Parish of North Weald Bassett should be designated for Neighbourhood Planning purposes.

The Neighbourhood Plan Steering Group (NPSG) have been involved in early discussions on the approach to and visioning for the SMF.

In 2018 the NPSG produced a questionnaire, enabling local residents to voice their opinions on their village across a variety of topics. In total 1,260 households (2,909 residents) completed the survey. The full document is available to download from [www.northwealdbassettplan.org](http://www.northwealdbassettplan.org).

Please refer to the Engagement section in chapter 4 (p60-61) for further information.

IN 2018 THE NPSG CARRIED OUT A PARISH WIDE QUESTIONNAIRE OF RESIDENTS WHICH ATTRACTED A RESPONSE RATE OF 48%

<p><b>RESIDENTS SAID WHAT THEY MOST LIKED ABOUT THEIR VILLAGE WERE:</b></p> <ul style="list-style-type: none"> <li>It's friendly</li> <li>Ruralness and countryside</li> <li><b>Village feel</b></li> <li>Peace and quiet</li> <li>Shops and pubs</li> </ul>
<p><b>THE MAIN ISSUES FOR VILLAGERS WERE:</b></p> <ul style="list-style-type: none"> <li>Traffic</li> <li>Crime and anti-social behaviour</li> <li>Public transport</li> <li>Shops &amp; pubs</li> </ul>
<p><b>WHEN ASKED ABOUT THE MOST IMPORTANT THINGS TO CONSIDER WHEN DESIGNING NEW HOUSES, THE FOLLOWING WERE CITED:</b></p> <ul style="list-style-type: none"> <li>84% sufficient off road parking outside each home</li> <li>83% respecting the character of the area</li> <li>78% impact on crime and anti-social behaviour</li> <li><b>60% landscaping to soften the borders between old and new development</b></li> <li>58% homes should be set back from roads</li> </ul>
<p><b>OTHER COMMENTS INCLUDED:</b></p> <ul style="list-style-type: none"> <li>Access to open and green spaces</li> <li>Room sizes</li> <li>Having space between homes</li> <li>Garden sizes</li> </ul>

**NPSG FEEDBACK ON CONSIDERATIONS FOR STRATEGIC MASTERPLAN FOLLOWING SERIES OF WORKSHOPS**

<b>Sport and recreation</b>	Junior football pitches are needed, small pocket parks to be created within new neighbourhood
<b>Gas main corridor</b>	Linear park is supported
<b>Drainage</b>	There are existing flooding issues in the village. Using Natural topography of the site for drainage is supported
<b>Hedgerows</b>	Need to retain the strong existing structure of hedgerows across site
<b>Boundary treatment</b>	Green buffer to be created adjacent to existing residential properties
<b>Views</b>	Views to and from the village and surrounding countryside are important. Specifically to St Andrew's Church and the Airfield
<b>Recreational routes</b>	Strong existing walking routes to the surrounding countryside. More formalised N-S and E-W routes. Link routes to create circular walks. Current walking routes do not lead to destinations. Create route to facilities – school, recreation ground, church, Airfield, High Road and library
<b>Integration</b>	Need good integration and connectivity across and beyond masterplan area
<b>A414 crossing</b>	Safe crossing point(s) required across A414
<b>Bus services</b>	Improve service to Epping, and ensure good level of bus service to include masterplan area
<b>Routes to Epping</b>	Safe cycle routes to Epping should be considered
<b>Electric car charging</b>	Provision of electric car charging points within the development are considered essential
<b>Character</b>	Keep village character. Create village "feel" in new neighbourhood and encourage social interaction and integration
<b>Church Lane</b>	Church Lane is used as a rat run, and although stopping up is not ideal, this issue needs to be considered as part of the Masterplan process to avoid further vehicles using this road as a short cut. A link road from Merlin Way associated with the airfield would provide a solution to this problem
<b>Site access</b>	Access from the north essential. Roundabout from A414 would provide good access option. It would also calm traffic and provide opportunity for bus loop.
<b>Access to open space</b>	Vehicular access to open spaces needs to be restricted to avoid fly tipping and anti-social parking
<b>Rat running</b>	Ensure that village roads do not become a rat run for A414
<b>Community Hub</b>	Current facilities are poor. Would like community space, possibly including parish office, small library, coffee shop – acting as a social hub to draw residents into the new neighbourhood. Also need doctors' surgery and dentist. A small convenience shop to meet localised needs rather than compete with existing retail in the village.
<b>School</b>	The existing school is a precious asset and careful consideration needs to be given to further provision

Figure 2.4 - Neighbourhood Plan Questionnaire summary



**NORTH WEALD BASSETT**  
**NEIGHBOURHOOD PLAN**  
YOUR VOICE. YOUR PLAN. OUR FUTURE.

### NPSG Questionnaire - themes for SMF

The NPSG Questionnaire feedback was a useful tool in helping to shape the emerging SMF, with clear guidance on what local people felt was best about the village as well as what could be improved, as highlighted above in figure 2.4. The key elements of the existing village appreciated by the local community were its setting, semi-rural in nature, and

the connections to the wider countryside, which the SMF has sought to retain and enhanced.

The critical elements for the proposed SMF (highlighted yellow above) were to improve community and sporting facilities, and to create a new social hub to the wider village and to help integrate the proposal with the existing residents.

# 3. The site and context

## 3.1 Site location

### Wider context

North Weald Bassett is a village and civil parish in the Epping Forest district of Essex. The village of North Weald Bassett is approximately 30km from the centre of London, located to the south-east of Harlow (4km away) and north-east of Epping (3km away). Ongar is 5km to the east.

North Weald Airfield is an operational aerodrome located on the western edge of the SMF area. It is proposed as a future employment area alongside aviation uses as part of site allocation NWB.E4A, as part of the Local Plan Policy P6. This will provide 10ha of additional employment floorspace within Use Classes E(g), B2 and B8 together with the protection and intensification of existing employment floorspace within the eastern part of the airfield.

The village is very well-connected to the surrounding towns and cities via the highway network, as shown in figure 3.1. This includes the A414 to the north and the B181 that runs through the centre of the village. Wider connections include the M11 motorway to the north west and M25 motorway to the south. Epping Station affords underground connections to London via the Central Line. Harlow Town railway station affords links to London as well as London Stansted Airport and Cambridge via the West Anglia Main Line.

Epping Forest (which includes The Lower Forest) comprises 2,400 hectares area of protected ancient woodland approximately 6km to the south west of the SMF area.

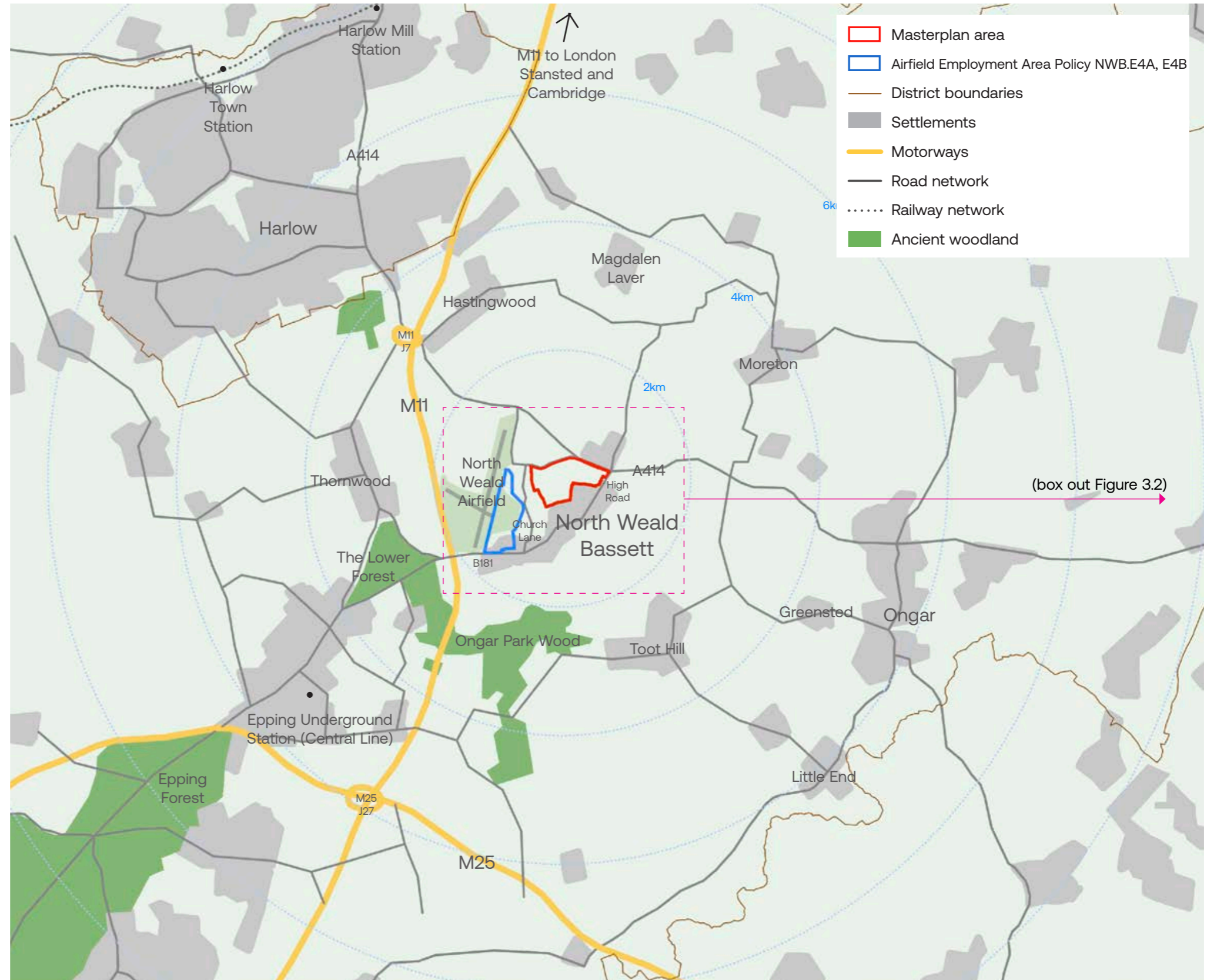


Figure 3.1 - Wider context

### 3.2 Site and context description

#### SMF area summary

The North Weald Bassett SMF area extends over an area of approximately 51 hectares (126 acres), of which 46 hectares (113 acres) are allocated for development in the Epping Forest District Local Plan under policy P6.

Figure 3.2 opposite illustrates the SMF area and immediate context.

To the north, the SMF area is bound by the A414 and Vicarage Lane West. To the east it is bound by High Road and Blackhorse Lane. To the south, the development sites are bound by St Andrew's Church of England Primary School, the Memorial Playing Fields and by the back gardens of homes on Oak Piece and Queens Road. To the west, the SMF area is bound by a main river and North Weald Bassett waste water treatment works (WWTW), beyond which is the Church Lane Flood Meadow local nature reserve.

The SMF area has a gently sloping topography with the land falling from approximately 95m above ordnance datum (AOD) in the north east to circa 75m AOD at the south western corner.

The land predominantly comprises small agricultural fields demarcated by hedgerows and a number of mature trees, with small areas of buildings to the north which include business units and residential properties.

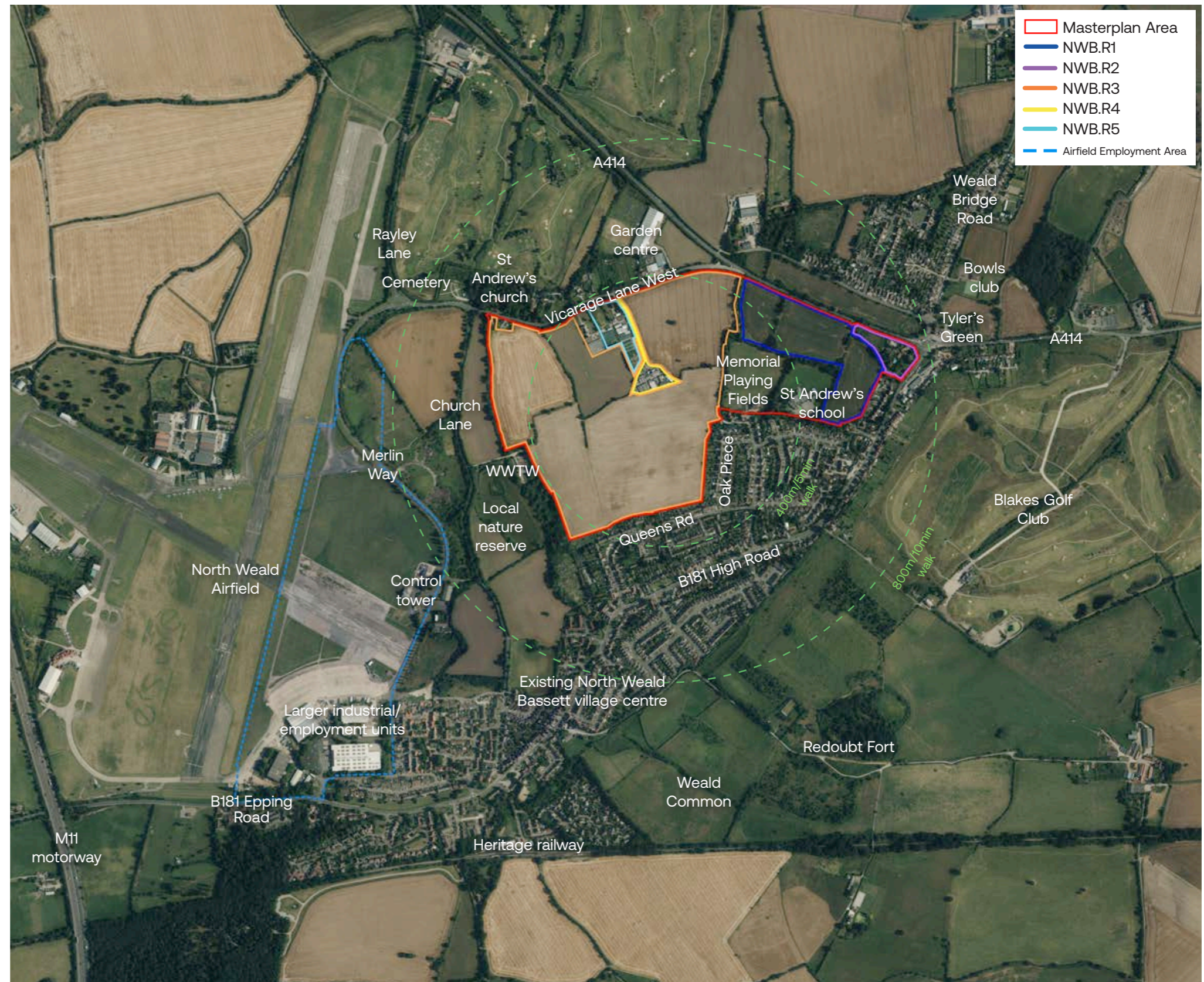


Figure 3.2 - SMF area and immediate context

### 3.3 Baseline review

#### Introduction

The baseline studies undertaken for the SMF area are summarised on the following pages. This includes a review of the site and surrounding character, the site constraints and implications on the SMF. This is followed by a review of the site (and wider village) opportunities as part of this SMF.

#### Ownership

The SMF ownerships are listed below and illustrated in figure 3.3.

- NWB.R1 – Land west of Tylers Green, 7.3ha, private ownership
- NWB.R2 – Land at Tylers Farm, 1.3ha, private ownership
- NWB.R3 – Land south of Vicarage Lane, 34ha, Vistry Group
- NWB.R4 – Land at Chase Farm, 0.8ha, private ownership
- NWB.R5 – Land at the Acorns, Chase Farm, 1.4ha, private ownership.

North Weald Bassett village is predominantly a residential, positioned along the length of B181 Epping Road/High Road. The SMF area is primarily formed of farmland with education, employment and leisure uses sat between the village and airfield. The study area is bordered on its southern, northern and eastern edges by residential development, and by meadow and farmland on its western edge.

Significant other uses in the local area include the airfield on the western edge (of which a large area on its eastern edge is allocated for employment), the primary school to the east and smaller employment uses to the north.

The redoubt dates from the late 19th century and is a scheduled monument. It is a significant feature as it has prompted the direction of proposed new development in North Weald Bassett.

A parade of shops is located along High Road, including a small convenience store, restaurant and takeaway shops. The village has two public houses. The Limes medical centre is located in the village close to Epping Road.

In terms of community and leisure, North Weald Bassett village has a library, North Weald village hall, The Queen's Hall community centre, allotments, recreation grounds and golf courses (refer to Social Infrastructure p19).



Figure 3.3 - Ownerships

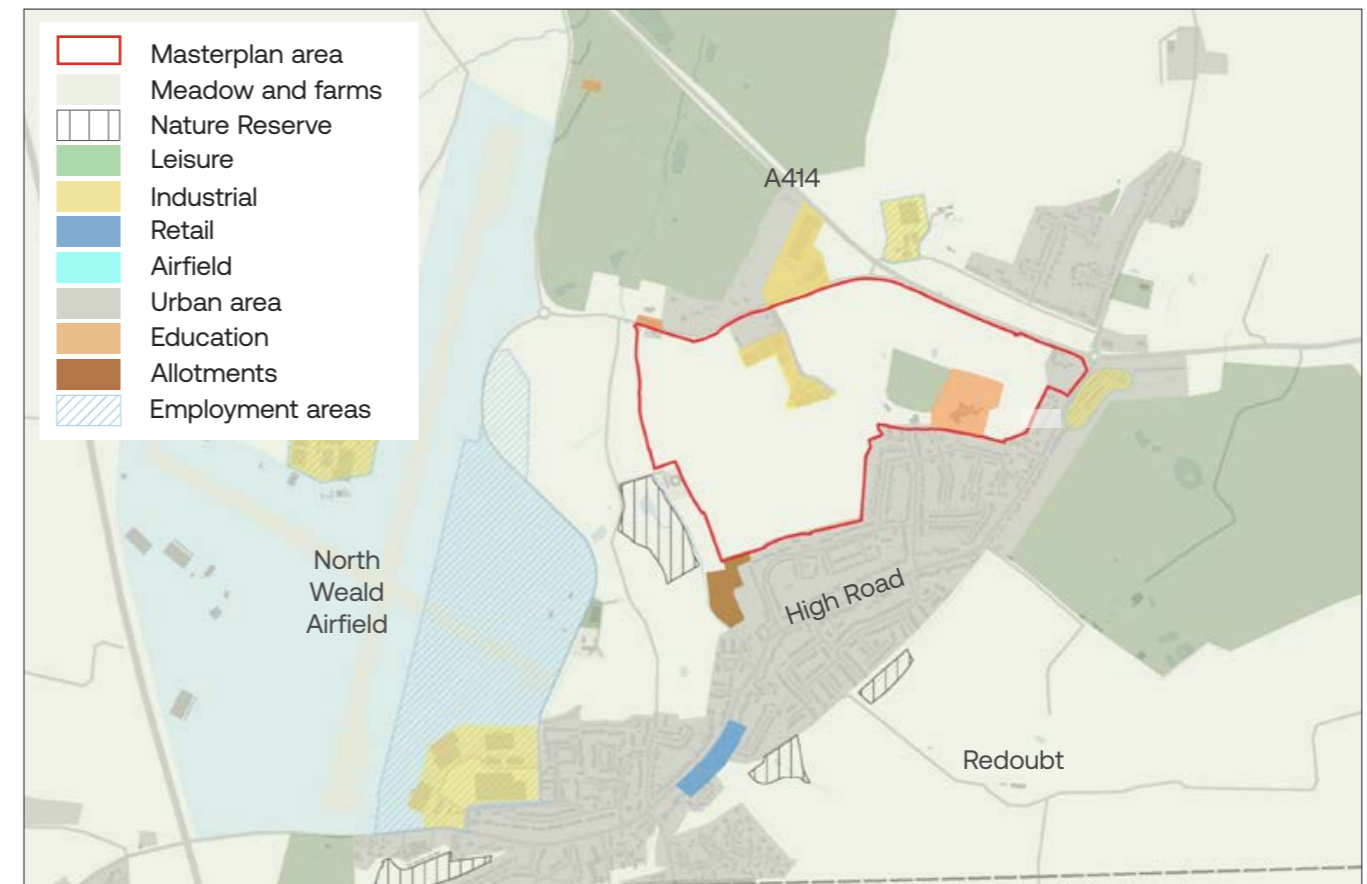


Figure 3.4 - Land uses



## Landscape character

The site falls within the Epping Forest District Landscape Character Assessment – ‘Ridges and Valleys, North Weald’ (F5). The landscape character of the area is summarised in EFDC's Landscape Character Assessment (2010) as follows:

- Mature trees and hedgerows at field boundaries (of low to medium height)
- North Weald airfield is a dominant human element, with its associated metal railings, roadways and control tower
- Overall sense of tranquillity is disturbed in the west by proximity to the noise of traffic on the M11 road corridor

- A small-scale settlement pattern of scattered farmsteads and occasional nurseries, other than the large linear settlement of North Weald Bassett towards the centre of the area
- Predominantly arable farmland
- Rural road corridors lined with verges and mature deciduous trees
- Mature field trees and hedgerow trees are key landscape features
- Copses of mature deciduous woodland contribute to a sense of enclosure.

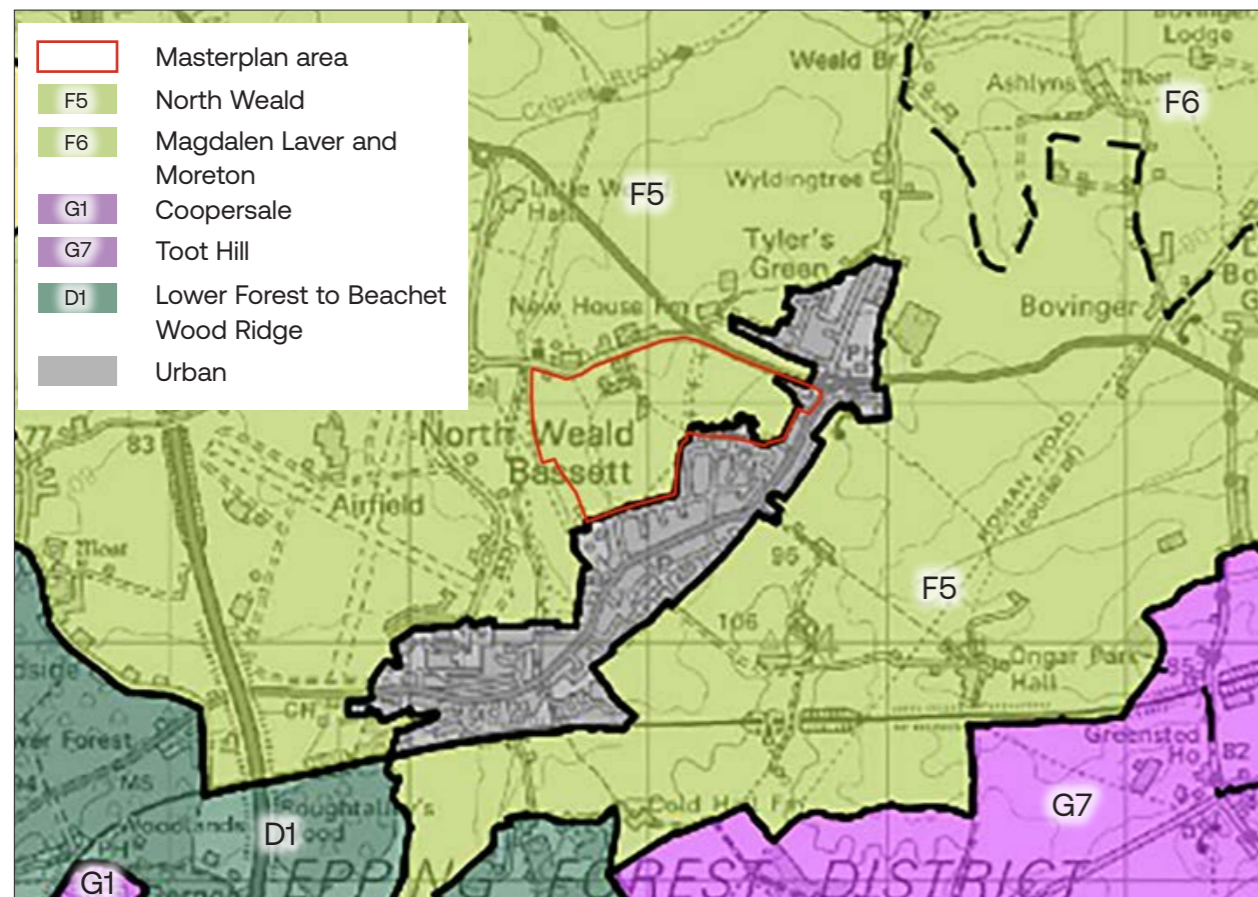


Figure 3.5 - Landscape character ©EFDC

## Landscape structure

Multiple hedgerows and mature trees define the field boundaries within the SMF area.

The western edge is defined by Gullet Brook and associated streamside vegetation and trees, and the treatment works. This area feels more open and rural, with some wider views of the surrounding landscape. The north-western part retains a village-like character, with the detached properties, nursery and St Andrew's church along Vicarage Lane West. Towards the eastern part of the SMF area the landscape becomes more enclosed by strong tree belts and hedgerows, with a more residential character around Tylers Farmhouse, influenced by the junction of High Road and the A414.

Following arboricultural surveys, trees and hedgerows of importance and ecological value would be retained unless there are strong design reasons to remove them.

To the north, beyond the A414 there are no views of significance, however the Parish Church of St Andrew is visible from a large proportion of the western side of the SMF area. These views allow the attractiveness of the church tower to be appreciated within its countryside backdrop and demonstrate how it forms a community focal point.

To the east, views are limited by thick hedgerows/vegetation. To the south the landform gently rises away, with the houses north of the B181 High Road visible. To the west there are glimpsed views of North Bassett Airfield (including hangars) and its control tower.



Figure 3.6 - Landscape structure

## Topography

Figure 3.7 illustrates the site and contextual topography. North Weald Bassett village is located on the edge of a valley. To the south, the land rises to form a ridge, where the redoubt is located.

For the most part the SMF area is relatively flat. The SMF area features a valley that runs along Church Lane to the west, gently rising to the east and south. The gentle topography naturally flows into the surrounding watercourses.

An existing stream/ditch flows south to north along the western boundary of the SMF study area, which could be utilised as a potential greenway, enhancing and preserving the existing Public Rights of Way network.

Generally the SMF area feels open and unenclosed, especially on the western side, with views of the airfield, existing housing to the south and St Andrew's church.

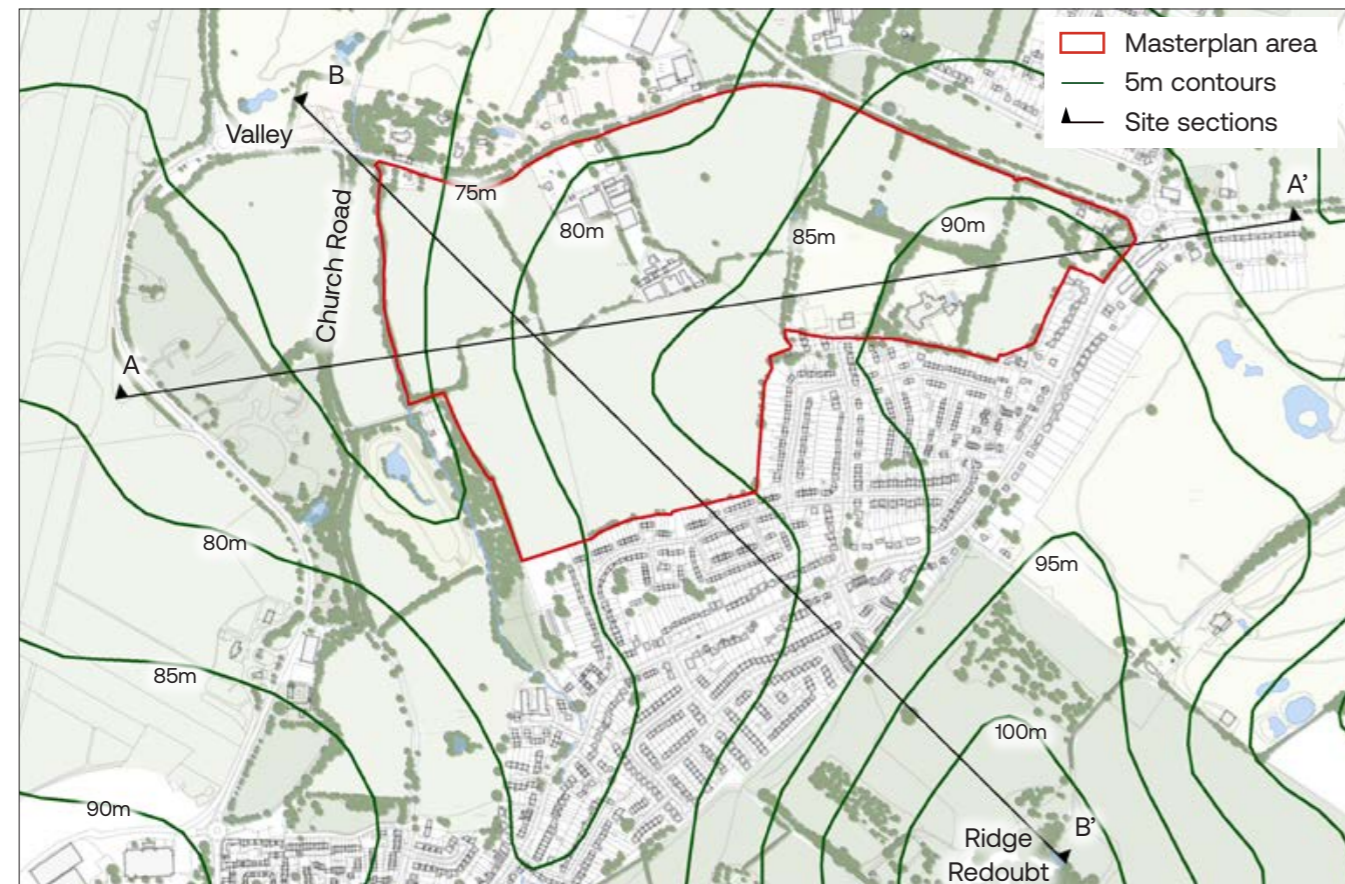
The existing SMF area topography helps to inform village character and townscape elements, such as views of St Andrew's Church. The existing topography, with gently sloping fields, should be considered in terms of drainage strategy, as should existing watercourses running around the site.

## Site sections

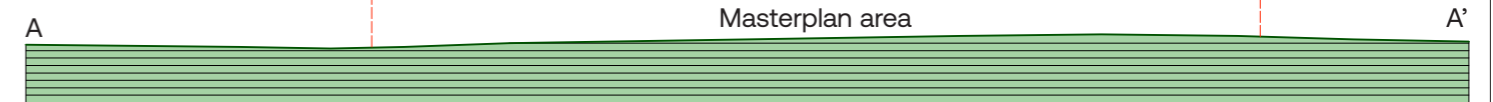
Sections A-A' and B-B' cross the SMF area and are illustrated below. The sections show how the site features a combination of relatively flat areas and gentle sloping topography but is part of a wider valley/ridge landform.



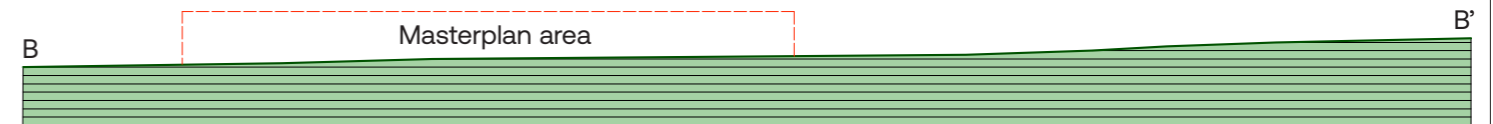
View from Church Lane looking east, past WWTW towards masterplan area, showing the landform gently rising into the distance



### Site sections A-A' and B-B' (5m contours)



Section A-A' (looking north)



Section B-B' (looking north east)

Figure 3.7 - Topography and site sections

## Social infrastructure

Social infrastructure is illustrated in figure 3.8. There are five local hubs which serve as key destinations for the village. The location of these hubs should influence the pedestrian routes in the proposals. The five hubs are:

- St Andrew's primary school, with 420 spaces for children aged 4-11
- The existing local centre on the High Road, consisting of a range of small shops, village hall, vets, playground and The Kings Head pub
- The crossroads/roundabout at Tyler's Green, including a pub/restaurant and employment uses along High Road
- St Andrew's Church and surrounding buildings
- North Weald Airfield. Currently this hub serves employment. As part of the Airfield Masterplan area it will also create additional employment. Finally, it has great historical value from its role in WW1, and dictated the growth of the village throughout the 20th Century.

There is a lack of pedestrian links between the existing local hubs, particularly with east/west movement (as most of the PRow run north/south).

St Andrew's primary school is an important hub, as it serves children from all over North Weald Bassett.

North Weald Airfield features a mix of uses, including (employment) but there is no clear, direct pedestrian route from the SMF area to the airfield.

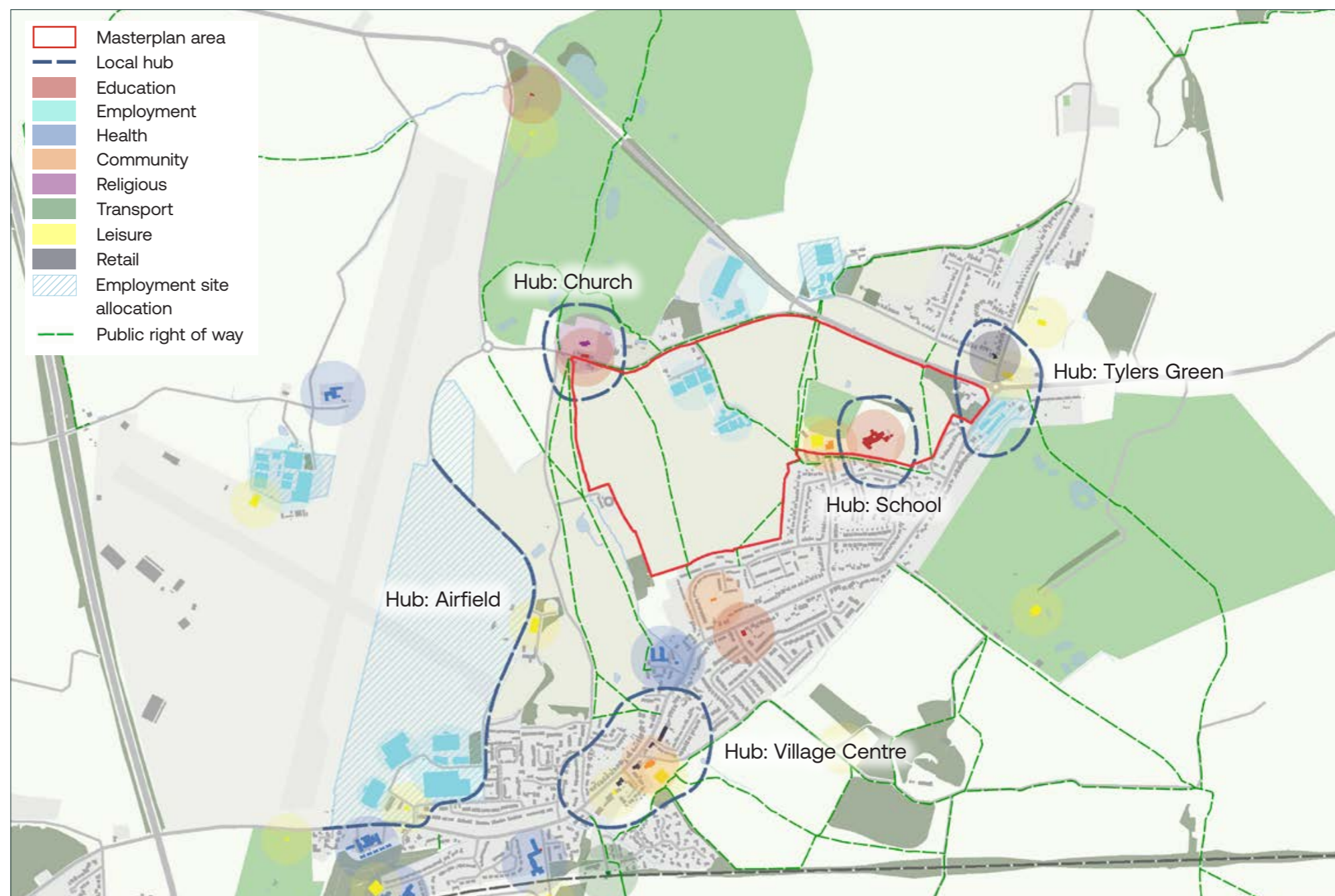


Figure 3.8 - Social infrastructure

## Open spaces and play areas

North Weald Bassett benefits from a range of local open spaces, as illustrated in figure 3.9. These are well connected by the public rights of way network, which features well-used links to the wider rural countryside, one of the defining features of the village. The SMF area can act as a conduit to the countryside, therefore the public rights of way should be enhanced.

The principle areas of open space within the SMF area are the recreation ground and school playing fields, both are well screened by existing trees and hedgerows, but this may reduce their use due to lack of visibility along walking routes.

The recreation ground includes Queen's Hall Community Centre, a play area and the Memorial Playing Field which has Fields in Trust protection (as a Queen Elizabeth II Field).

To the west of the village is Church Lane Flood Meadow Local Nature Reserve and allotments. To the north of the A414 there is a bowls club and further allotments. To the south of the High Road there are a number of footpaths offering a variety of routes to the wider countryside as well as a local nature reserve and play space.

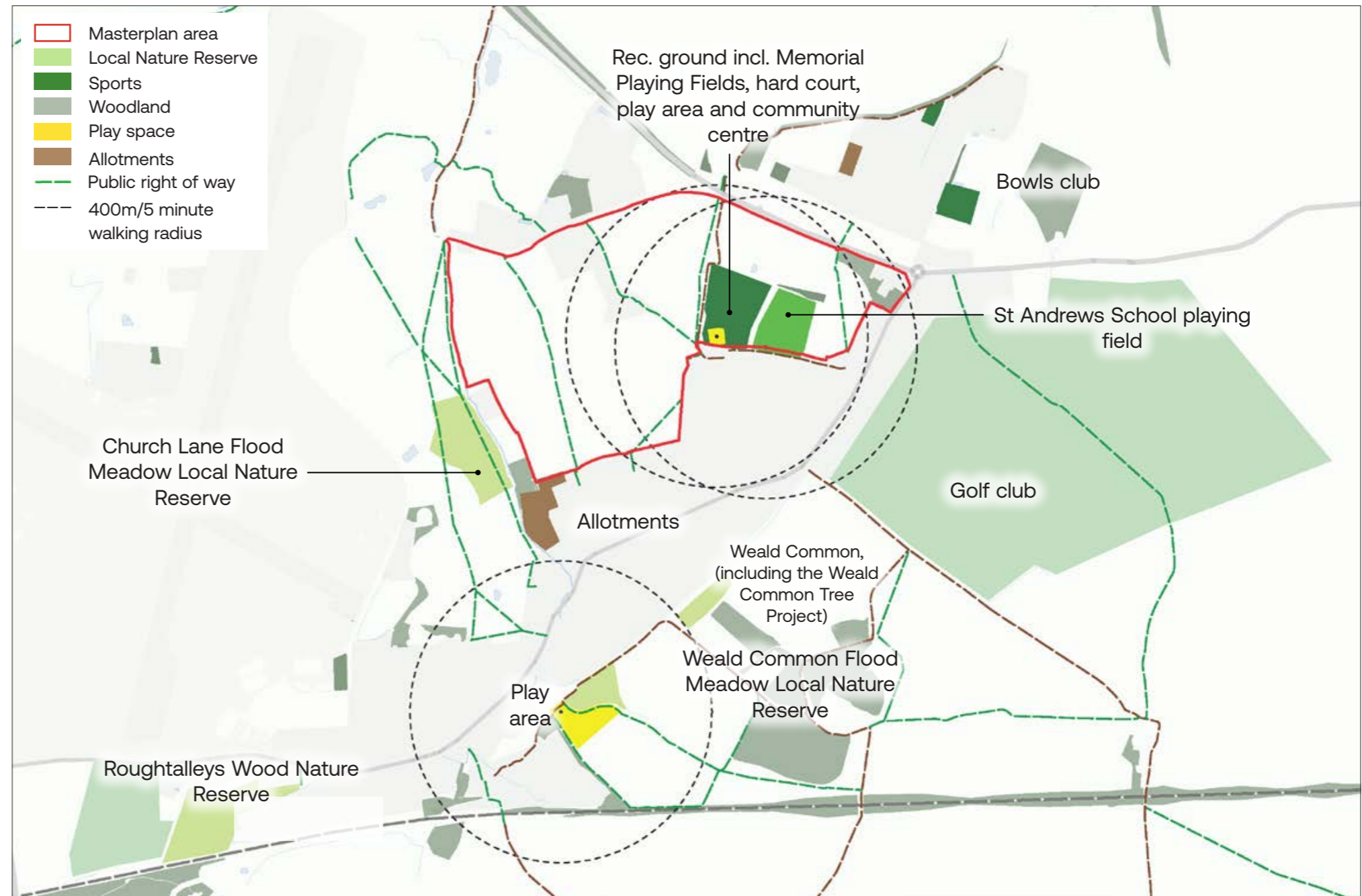


Figure 3.9 - Open spaces and play areas

## Heritage

Heritage assets are illustrated in figure 3.10. A draft Built Heritage Statement was prepared by CGMS Heritage in 2018, and RPS prepared a desk based archaeological assessment, also in 2018, updated in 2023.

In terms of listed buildings there are three main areas that affect the SMF area.

On the north-western edge of the SMF area are two grade II listed buildings: St Clements and Church Cottage. This area includes the grade II\* listed St Andrew's Church, dating from the 12th century. The church is a key wayfinding feature from the NWB.R3 area, and is visible from the centre of the NWB.R3 area towards the north west corner of this development site.

To the east of the SMF area there is the grade II listed Tylers Farmhouse within the NWB.R2 area, which is well screened by surrounding hedgerows and trees.

Past the western boundary, the grade II listed control tower for North Weald Airfield is visible from parts of the NWB.R3.

Beyond the immediate surrounds of the SMF area, the redoubt dates from the late 19th century and is a scheduled monument although it is not visible from the site.



Figure 3.10 - Heritage

## Pedestrian connections

Pedestrian connectivity is illustrated in figure 3.11. The SMF area is well located and connected in respect to North Weald Bassett, with Public Rights of Way (PRoW) connecting through, as illustrated below. The majority of the PRoW run north/south with limited east/west connections (other than the local street network or informal routes). Many pedestrians follow the field boundaries on the southern and western edges of the SMF area, rather than using the often poorly surfaced/signposted PRoW.

As part of the Neighbourhood Plan Questionnaire, local residents indicated that walking routes to the wider countryside are very important, and should be maintained.

A Bassett Millennium Walk runs through the site, part of a two hour walking loop from St Andrew's church to Church Lane flood meadow.

Within the SMF area several PRoW could be reviewed with minor alterations to improve signage, surfacing and efficient land use.

There is a lack of direct pedestrian/cycle links to the major employment area of North Weald Airfield, and the SMF should include the potential for future connections. There is an informal link on the western boundary connecting from the SMF area through to Church Lane, through the maintenance access for the Waste Water Treatment Works (WWTW).

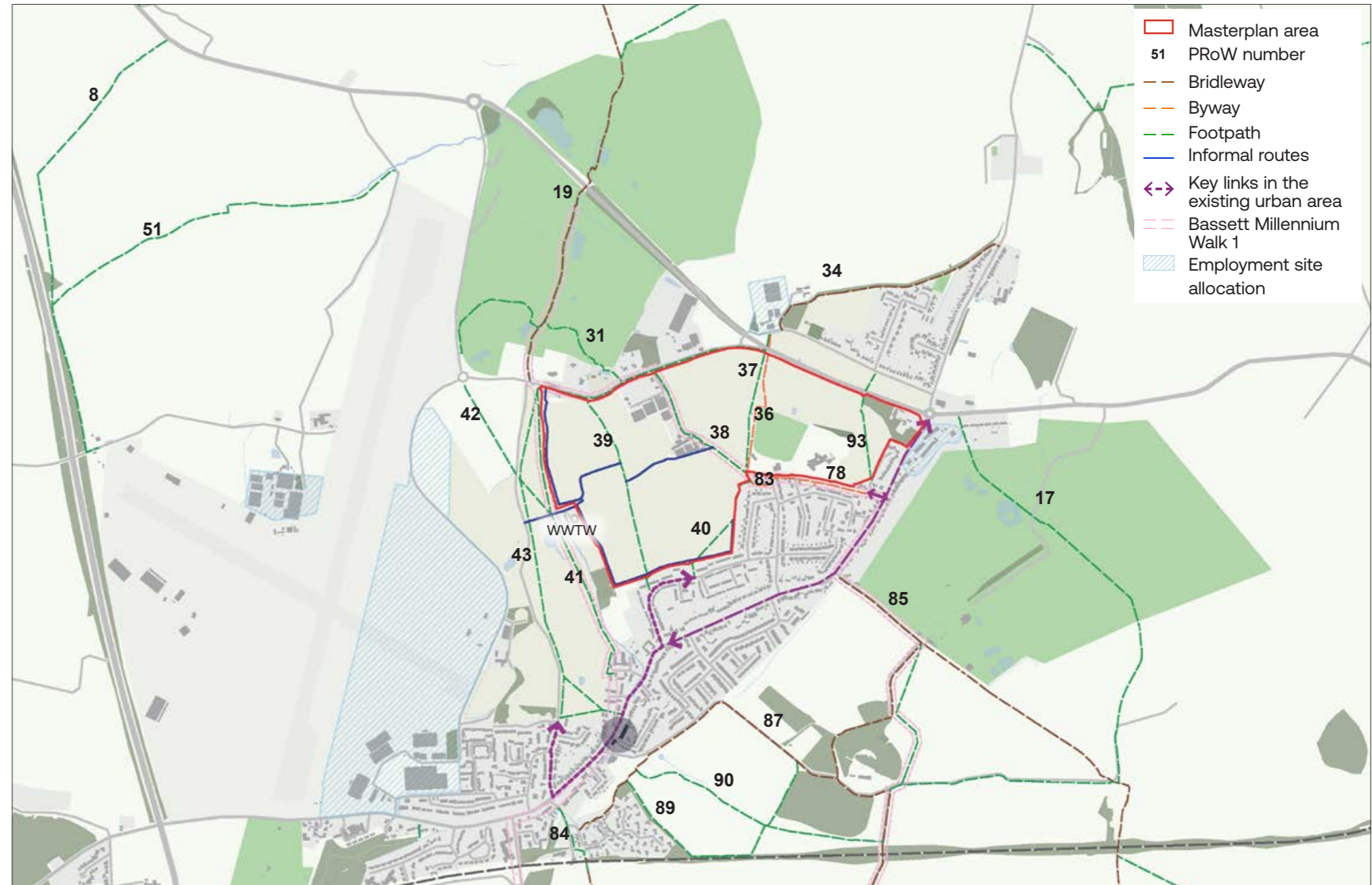


Figure 3.11 - Pedestrian connections

## Pedestrian access

The following existing pedestrian accesses have been highlighted to be enhanced (see figure 3.12):

1. Informal route from masterplan area to Church Lane - Access track off Church Lane for WWTW links to western edge of masterplan area, potential to utilise as part of wider east-west link
2. PRoW 40 connecting to Queens Road - A key pedestrian gateway, affording connections to/from the existing village. Refreshing this poorly used space would create a welcoming pedestrian gateway
3. PRoW 39 connecting to Queens Road - Unsurveilled and forming a 'dog leg' shape, across a field ditch
4. PRoW 83 connecting through to School Green Lane - Lacks surfacing but well overlooked
5. PRoW 37 A414 crossing - 60mph road makes crossing difficult. SMF to address as part of access proposals
6. PRoW 93 to Blackhorse Lane - Alternate desire line runs north-south along edge rather than route of PRoW
7. Vicarage Lane West footpath - Narrow footpath, finishing abruptly at both ends but connects into PRoW links
8. PRoW 39 connecting to Vicarage Lane West
9. PRoW 38 along Chase Farm units
10. PRoW 93 connecting to A414, but difficult to cross.



Figure 3.12 - Pedestrian access to site

### Primary vehicular routes

The SMF area is located within a triangular arrangement of routes (figure 3.13):

- The A414 along the northern edge of the SMF area is an important arterial route connecting to the M11 motorway and Harlow to the west, and Ongar and Chelmsford to the east
- The B181 High Road to the east of the SMF area is effectively the high street running through the village. The B181 connects to Epping to the south west
- Church Lane and Rayley Lane to the west of the SMF area. These rural roads connect to the A414 and the B181 and are used as a rat run.

Vicarage Lane West connects the A414 to Church Lane and Rayley Lane. Although vehicles may exit from the A414 onto Vicarage Lane West (along the northern edge of the SMF area), there is no vehicular means of access to join the A414 from Vicarage Lane West, as this is prohibited. The lack of eastern travel along Vicarage Lane West onto the A414 creates a diversion for drivers wishing to re-connect to the A414, forcing them to travel west along Vicarage Lane West and then north along Rayley Lane (a diversion of 3km). Likewise, drivers wishing to reach the B181 High Road from Vicarage Lane West are forced to travel west along Vicarage Lane West and then south along Church Lane (a diversion of 2km). The junction of the A414 and Vicarage Lane West on the northern edge of the SMF area is therefore an important issue as both Rayley Lane and Church Lane are minor roads, and were not designed for large volumes of traffic.



Figure 3.13 - Primary vehicular routes



### Vehicular access to the masterplan area

The following residential and farm vehicular accesses have been identified within the SMF area (figure 3.14):

1. Informal parking off Vicarage Lane West for church, nursery and agricultural field access
2. Residential access for 1897 Vicarage Lane West (Weald House)
3. Residential access for Carlton House, Vicarage Lane West
4. Residential access to Chase Farm and employment units
5. Farm access off Vicarage Lane West
6. Farm access off A414/Vicarage Lane W.
7. Farm access off A414
8. Residential Access to Tylers Farm
9. Access to St Andrew's primary school off Beamish Close, includes staff and visitor parking area
10. Access to recreation ground/Memorial Playing Fields and community centre off School Green Lane, includes gated parking area for Queens Hall community centre
11. Residential access for The Pavilions including potential link to byway
12. Farm access off WWTW service road.

None of these accesses are suitable to serve the proposed number of new homes, therefore new points of access will be required as part of the SMF, which should seek to address wider issues, including access from Vicarage Lane W. onto the A414.



Figure 3.14 - Vehicular access to masterplan area

## Public Transport

Public transport links are illustrated in figure 3.15. There are a number of regular bus services operating along High Road/ Epping Road, with varied levels of frequency. These comprise the 339 (Shenfield to Epping Service), the 418 (Loughton to North Weald Service) and the 420/420A (North Weald to Harlow Service). There are also several school buses that service the area, which comprise of the 491 (North Weald to Epping Service), 620 (Abridge to Ingatestone Service) and HTD1 (North Weald to Sawbridgeworth Service).

Across all these services, access can be made within North Weald and the surrounding areas.

Buses do not travel along the northern edge of the study area (Vicarage Lane West) or A414. The lack of eastern travel along Vicarage Lane West is therefore an issue.

North Weald Bassett is therefore connected by regular services to nearby towns and villages, but these services are not located within a desirable walking distance to all of the SMF area.

Epping Underground Station (Zone 6, Central Line) is 5km (by vehicle) from North Weald Bassett, and offers connections to London Liverpool Street (35 mins) and Oxford Street (45 mins). North Weald Railway station is part of a heritage railway line (Epping Ongar Railway) and runs from April to October.

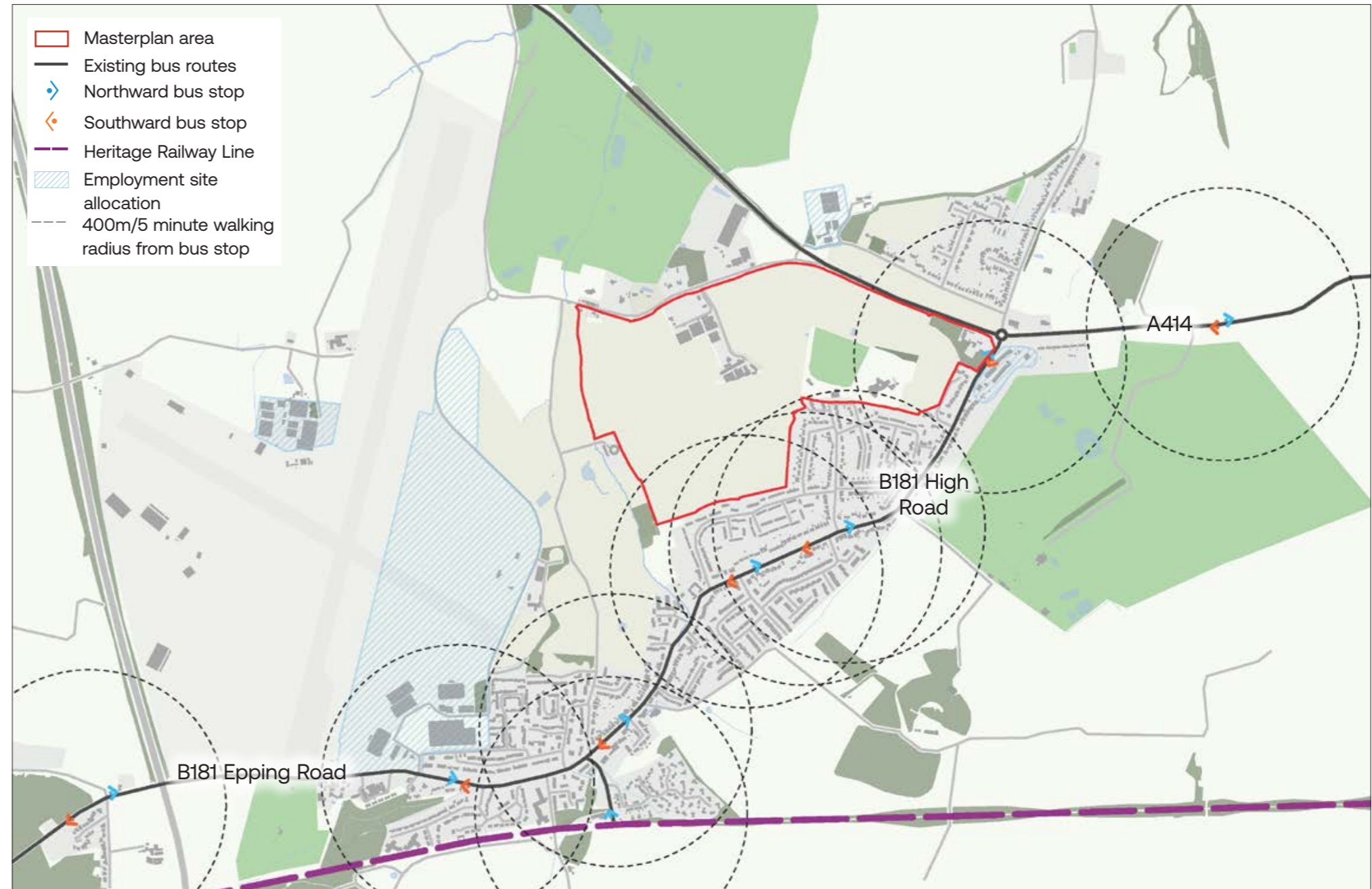


Figure 3.15 - Public transport

## Street hierarchy

Street hierarchy is illustrated in figure 3.16. The village of North Weald Bassett is linear in form, mainly located along the B181 Epping Road/High Road, which also features the majority of the retail facilities for the area. The nearest motorway is the M11, connecting to the M25 to the south and Cambridge to the north.

Around the SMF area, the A414 runs along the north edge of the R1 and R2 sites. Vicarage Lane West runs along the northern edge of the R3, R4 and R5 sites and High Road runs along the eastern edge of the R2 site.

Many of the local streets are smaller in scale and named after, or in relation to North Weald Airfield (and its World War II heritage), including names after aircraft including the Hurricane, Wellington, Lancaster, Blenheim and Merlin.

There is no vehicular access from Vicarage Lane West onto the A414 (although you can access Vicarage Lane West from the A414). This reduces eastern traffic along Vicarage Lane and creates diversions to the north along Rayley Way, and to the south along Church Lane.



Figure 3.16 - Street hierarchy

## Infrastructure

Infrastructure is illustrated in figure 3.17. The two principle elements of infrastructure that will affect the SMF area are the intermediate pressure gas pipeline running across the centre of the SMF area, and the area affected by odour around the waste water treatment works, on the western boundary.

The gas pipeline has been surveyed by Lightsource Survey Ltd, and is afforded a 3m and 7.5m offset (creating a 15m corridor). For more information on the easement zones please refer to the constraints plan (page 39).

The WWTW has been surveyed by Odournet. This has resulted in a mapped area (odour plume). This odour plume does not cause significant odour pollution. Applicants are advised to engage with Thames Water on the capacity of the existing WWTW.



Gas pipeline marker

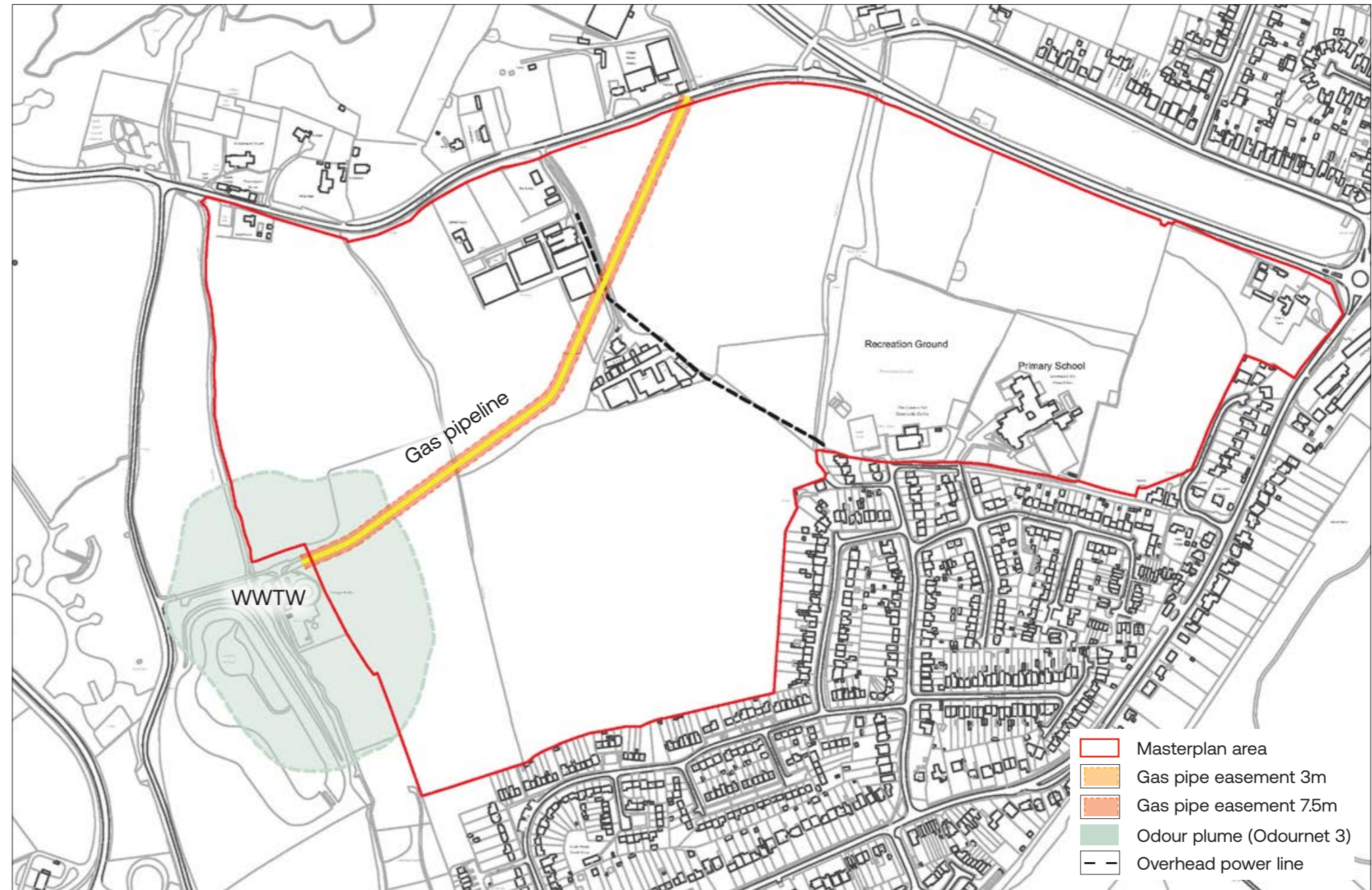


Figure 3.17 - Infrastructure

## Ecology

The SMF area is within 10 km of Epping Forest, although separated from it by the M11. The Lower Forest Site of Specific Scientific Interest (SSSi) is within 2km distance of the SMF area. There are no other statutorily protected sites within 2km. Church Lane Flood Meadow, Local Nature Reserve (LNR) and Local Wildlife Site (LoWS) are adjacent to the west. There are no Biodiversity Action Plan (BAP) priority habitats within the SMF area but broad-leaved deciduous woodland is recorded to the north and southeast.

The SMF area is predominantly in use as arable agriculture, which is of limited / negligible ecological interest but does include intact and relict native species hedgerows, large mature native trees and a pond, which are all of higher ecological value. The networks of trees, hedgerows and ponds form a network (existing green corridors) from south to north and east to west. Ecological baseline data surveyed over a number of years (2014 - 2023) has been used to inform the SMF including:

- Comprehensive desktop studies
- Phase 1 habitat surveys
- Bat surveys
- Bird surveys
- Otter surveys
- Dormouse surveys
- Badger surveys
- Water vole surveys
- Reptile surveys
- Great Crested Newt surveys.

Up to nine bat species have been recorded during surveys, including the rare Western Barbastelle. Roosts have been detected within St Andrew's Church to the north of

the SMF area but none identified within the area. The brook to the west of the SMF area is occasionally used by otters. Great crested newt are known to be present within 500m of the SMF area but not inside it. None of the other species were recorded in any of the surveys.

Key ecological features for consideration include: potential effects on Epping Forest, resulting from an increase in the population

of the district, the protection of Church Lane Flood Meadow LNR and the adjacent watercourse, St Andrews Church and the existing ecological network of trees hedgerows and ponds. One of the most important considerations will be the sensitive design of lighting.

At the detailed design stage, proposals should seek to maintain and enhance opportunities for bat foraging and commuting routes from St Andrew's church on the western edge of the masterplan area and on other green corridors. For example, this could take the form of woodland planting, standing waterbodies and species-rich hedgerows linking existing and new biodiversity habitat. This should be informed by on-site bat surveys.

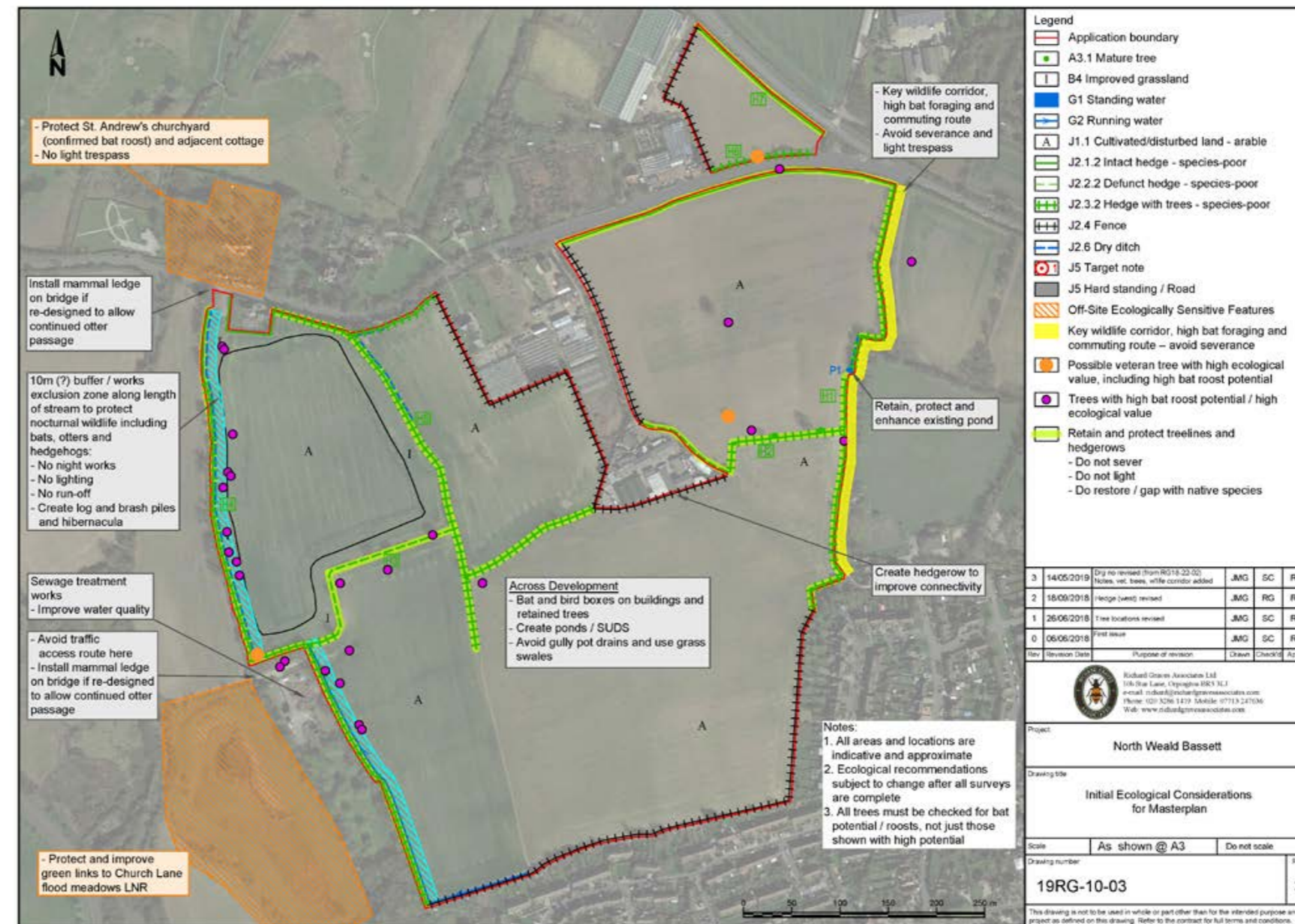


Figure 3.18 - Ecology (NWB.R3 area) ©Richard Graves Associates

## Noise

Figure 3.19 shows indicative noise sources - however these are subject to survey for their full impact. The noise sources differ in their type, and will be affected by local wind and weather conditions.

The dominant noise source is the A414. Noise from the A414 is traffic related and varies due to traffic volumes. The WWTW is of secondary importance but is continuous in nature and location. The airfield and employment uses within the SMF area feature intermittent activity. The employment use noise within the study area is during operational hours, and sporadic.

All of these noise constraints can be appropriately mitigated through an intelligent design-led response to the master planning of the site.



Airfield viewed from the masterplan area



A414



Figure 3.19 - Noise

### Fluvial flood risk (flood zones)

The main watercourse is adjacent to the SMF area's western boundary, flowing south to north. This accords with the Environment Agency mapping for flood zones 2 and 3 shown in figure 3.20.

The SMF area is almost completely free of fluvial flood risk.

### Pluvial flood risk (surface water flooding)

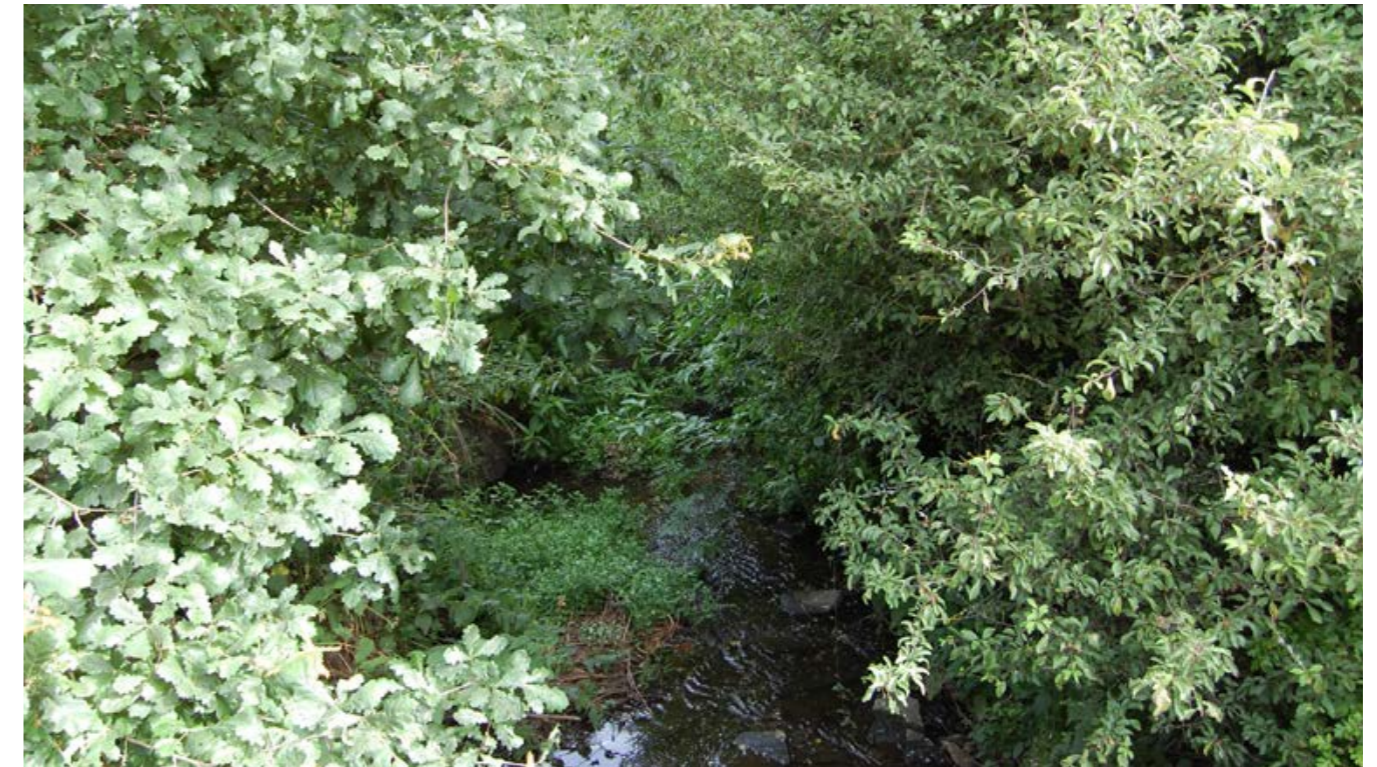
Figure 3.21 illustrates the pluvial flood risk. The existing agricultural fields flow into the watercourse on the western boundary of the SMF area via a network of field drains and ditches.

Where there are potential areas of surface water flooding, these parts of the site will be mitigated and incorporated into the SMF.

Surface water run-off will be restricted to the pre-development greenfield rate for the 1 in 1 year rainfall event with the drainage system and attenuation features sized to accommodate all storms up to and including the 1 in 100 year event plus an allowance of 40% for climate change. This means that in larger storms, the future rate of run-off will be reduced, resulting in betterment to the receiving downstream infrastructure. Attenuation storage features will also include an allowance of 10% for urban creep in accordance with Essex County Council's Sustainable Drainage Systems Design Guide. Consideration will also be given to exceedance events which may occur in events larger than the design storm or should a blockage be experienced.

### Buffers to main rivers

The constraints plan on p46 illustrates a 10m built development buffer to the main rivers on the site edges.



Watercourse on western edge of site

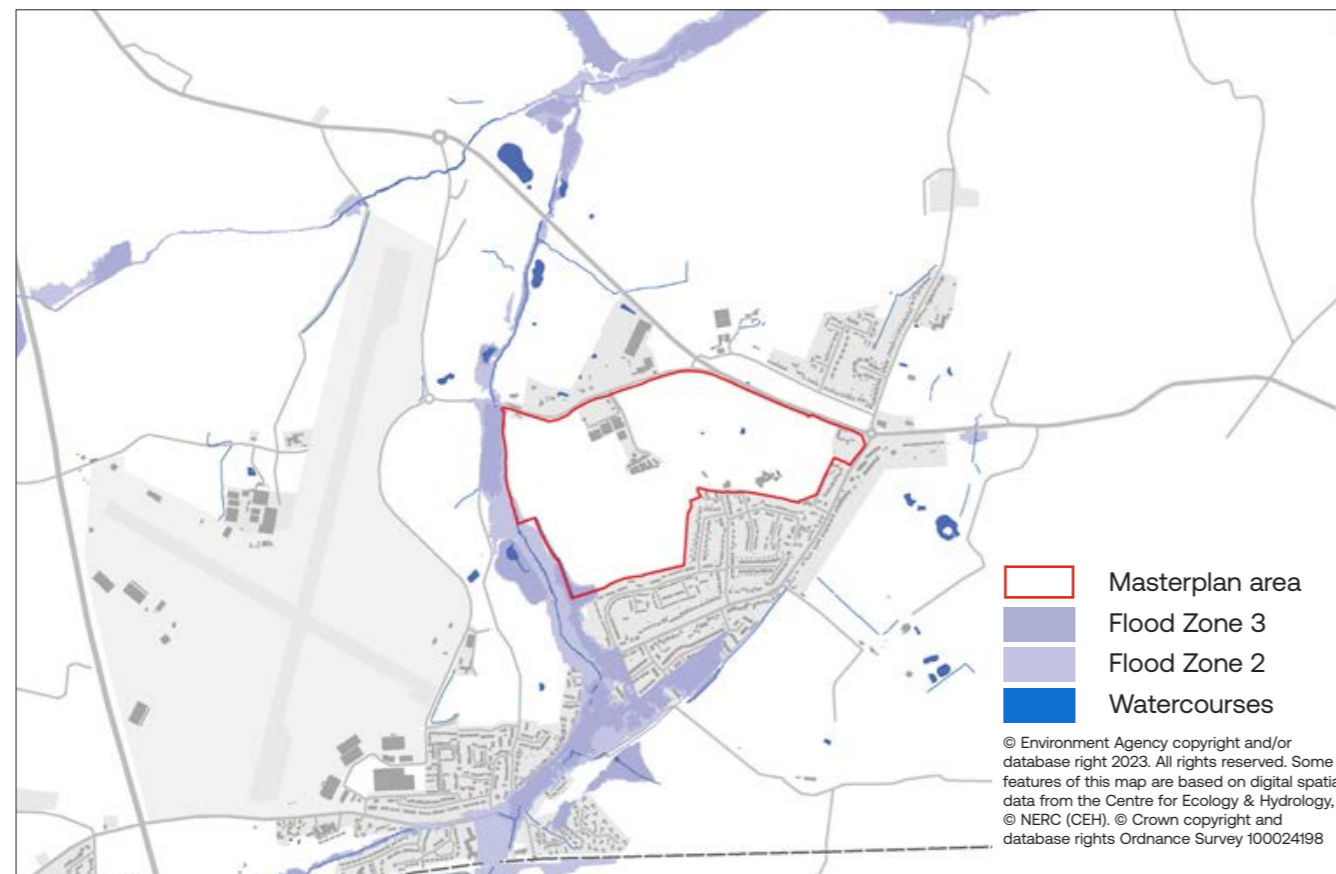


Figure 3.20 - Fluvial flood risk

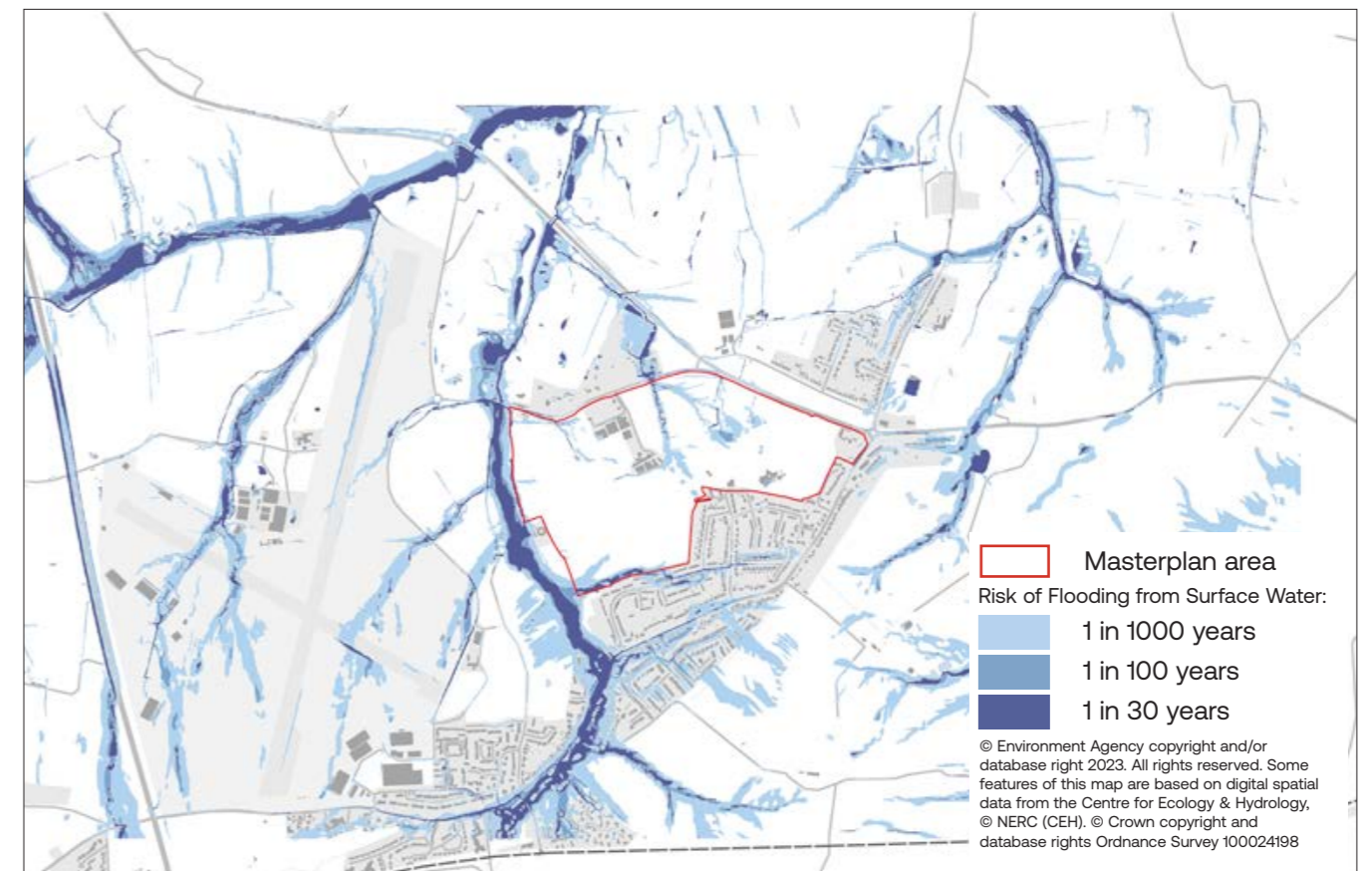


Figure 3.21 - Pluvial flood risk

### 3.4 Understanding the character of North Weald Bassett village

#### Character summary

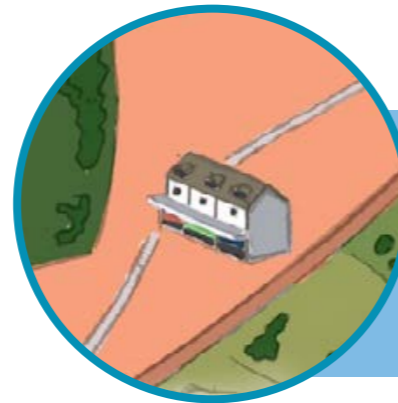
North Weald Bassett village has a unique character. Understanding this is critical to how the proposed SMF integrates with the existing village and functions spatially.

The four primary characteristics of the village are listed opposite.

#### Character themes for SMF

**North Weald Airfield historically, today and in the future, is fundamental to the success of the wider village. The connection between the SMF and the airfield is therefore fundamental.**

**The integration of the new community - the proposal should transition from village to country. Pedestrian connections should be enhanced to the village, in particular with regards to missing links, to enable a greater choice of routes and to encourage active travel.**



#### Discrete village-like feel

Overall, the village retains a semi-rural, quiet and friendly village character. The High Road gently meanders through the village, taking you to larger settlements (Harlow and Epping). The village feels more personal than many of these surrounding towns and villages, and in some ways also feels old fashioned with its predominantly traditional architectural form and village shops.

#### North Weald Airfield

Established in WWI the airfield is famous as serving as one of the main airbases during the Battle of Britain in WWII. Following the war, the village grew in size (with the majority between WWII and 1970) and the RAF maintained control of the airfield until the 1960s. Following this, it became a civil airfield, still in-use today. Many of the surrounding streets in the village feature aviation related names. Non aviation uses at the airfield include a large open air weekend market and a variety of employment uses.

A proportion of the airfield is proposed for future employment uses under the North Weald Bassett Airfield Masterplan Area, approximately 400m west of the North Weald Bassett SMF.



#### Pedestrian connections to the countryside

North Weald Bassett benefits from around 25km of Public Rights of Way in and around the village. As part of the Neighbourhood Plan Questionnaire, local residents indicated that walking routes to the wider countryside are very important, and should be maintained. A Bassett Millennium Walk runs through the site, part of a two hour walking loop from St Andrew's church to Church Lane flood meadow.

Part of the unique charm of the village is the ability to walk for a few minutes from the centre and find yourself in the countryside.

#### A rich local history

Along with the airfield, the village features a variety of heritage buildings and structures, which serve as stand-out markers around the village and create vistas.

These include St Andrew's church (originally built in the 12th century), Tyler's Farmhouse, the Kings Head pub (originally built in the 15th century) and the heritage railway.







Local Nature Reserve



Local shop, Tylers Green



Queens Hall community centre



North Weald Airfield museum/memorial



St Andrews primary school



Harvester pub, Tylers Green



Village sign and memorial



Access to primary school, Beamish Close



Existing public transport



Local centre, village shops



North Weald Airfield, listed control tower



Village hall



The High Road



St Andrews church



Kings Head pub

Figure 3.22 - North Weald Bassett village

### 3.5 Urban form of the village

#### Form of the village

The village is a lower density ribbon development (along the High Road) of mainly 20th century housing. Historically, the centre of the village was split from the local church, St Andrews, and a historic triangular form is completed with the listed Tyler's Farm (adjacent to the A414).

The triangular form relates to modern day nodes around the village, with the existing village centre shops, the church, cemetery and the shops, pub and employment land at Tyler's Green.

These nodes/destinations have developed over time, creating 5 principal nodes of activity in the village.

#### Development over time

Historic mapping illustrates that the village has developed incrementally over time, as illustrated in figure 3.23, but that the village has retained its strong linear form, with development along the High Road.

The largest period of growth between WWII and 1970, including commercial buildings associated with the airfield. The M11 motorway to the west was opened in 1980.

The A414 severs the northern part of the village, limiting walking routes. The SMF area fits like a jigsaw piece between these parts of the village, and therefore creates the opportunity to address these connections.



Figure 3.23 - North Weald Bassett development over time

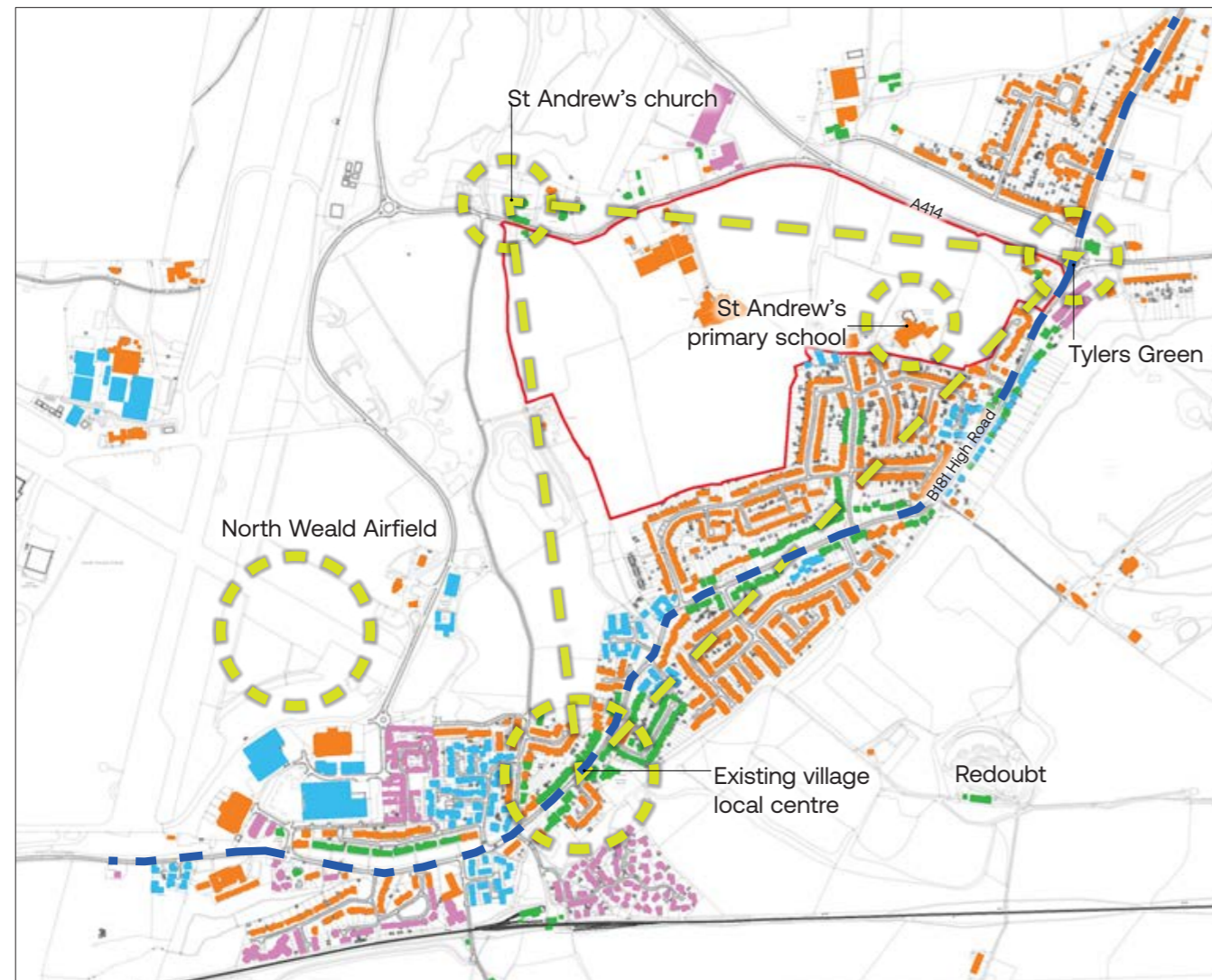


Figure 3.24 - North Weald Bassett development over time summary

### Linear form

The general form of the village is linear, framed around the High Road, expanding over time to feature a mainly cul-de-sac arrangement of parcels of development.

In terms of permeability and legibility this places greater emphasis on the High Road and public rights of way to allow a choice of movement through the village. In general there is a north to south orientation of existing homes, with some exceptions due to the linear nature of the High Road. In general PRow run north to south through the village, with a lack of east-west connections, which the SMF should seek to address.

There are a limited number of visual markers and nodal points and/or marker or landmark buildings, which reduces the legibility of the area. The gently curving nature of the High Road does not feature many framed vistas, but visual markers in the village do include the village green (a small area of green space with the North Weald Bassett sign and flagpole), the shops and pubs. Away from the centre of the village, St Andrew's church is prominent in the landscape, particularly when approached from the public right of way.

With careful design and the inclusion of additional features and consideration of specific site assets, the gently meandering linear form of the village could offer a design cue for new development proposals and would integrate with the immediate urban form.

### The High Road

The linear form of the High Road is emphasised by a generally consistent road and street width and form along its length, with a simple arrangement of carriageway and pavement. In general there is a lack of green spaces as part of the street, and a lack of planting and street trees (with the exception of private front gardens).

Allowing provision for street planting and the creation of green spaces in the SMF will assist the new neighbourhood with legibility and character. This is achievable with careful consideration to the building layout and highway design.

The gently curving building line along the length of the High Road provides a distinctive feature, with a range of set backs and boundary treatments. The primary street through the proposed new neighbourhood could reference this to some degree.

## Communal green spaces

Along the length of the High Road are a variety of small areas of green space. These include a linear area south of York Road, which runs along the High Road and various small greens including the village green next to Wheelers Farm Gardens (which includes the North Weald Bassett sign and flagpole).

Weald Common is immediately south of the village, and is a large open expanse of green space including play and sports uses. However, there is a lack of a vibrant internal green space central to the village. The Memorial Playing Fields, adjacent to the site area, does provide a larger green space, is well located and is well-used by parents dropping off/picking up their children from St Andrew's primary school. It suffers from a lack of natural surveillance and from its enclosed nature.

This SMF document is clear in its ambition to enhance the Memorial Playing Fields as a Social Heart to the village, which through the SMF can become a focal point for the local community, and help integrate the new neighbourhood with the existing village. The co-location of sports, recreation, play, education and new community facilities would create a vibrant focal social centre for North Weald Bassett.

Likewise, the provision of a large new area of public open space on the western edge of the SMF area as part of a larger Suitable Alternative Natural Greenspace (SANG) can create a natural area of open space, located adjacent to the local nature reserve. The SMF should also seek to include smaller areas of greenspace throughout the new neighbourhood, with a variety of scale and uses for all users.

## Vistas and wayfinding

Due to the linear form of the village there are few framed views and vistas. Where these do occur, it is in the form of scale or marker buildings, such as the 2 village pubs. St Andrew's Church does create a number of vistas through the site area, aiding legibility and wayfinding.

The setting up of vistas to key and marker buildings is a simple design cue that can be repeated as part of the design proposals for the new neighbourhood.

## Glimpsed wider views

A key component of the character of North Weald Bassett is its connection with the surrounding countryside. In addition to the number of physical connections between the village and countryside, there are occasional glimpsed views through to the surrounding countryside (usually to the north), which offer temporary respite from modern life, and aid legibility.

The site area can also celebrate views through to the surrounding countryside, through careful consideration of building and street layouts.

## Block form

Block form varies across North Weald Bassett. In broad terms, development post-1970 is characterised by cul-de-sac layouts, a less regular building line and a greater sense of enclosure due to street width. Before this period, development is characterised by linear form and use of deformed grid/perimeter blocks. Building line and regularity is stronger and sense of

enclosure is more open due to wider streets and distances between the fronts of homes.

## Density levels

Density levels vary across the village but are generally between 25-30dph. More recent developments include Tempest Mead at 20dph, Lysander Court at 45dph and Blenheim Square at 55dph.

## Building typologies

North Weald Bassett has a slightly greater proportion of semi-detached and terraced houses, with a smaller proportion of detached homes, apartments and maisonettes. Architecturally, there are a variety of styles across the village, but generally they are traditional in form.

## Built form analysis

Figure 3.25 illustrates four areas within the village, across four timescales of development, identifying key characteristics.

It is clear that there are a mixture of urban forms across the village, tied together through the High Road.



Figure 3.25 - North Weald Bassett built form analysis

### Post-WWII to circa 1970



Includes:  
Higham View,  
Emberson Way



- Medium density
- Vegetated front gardens and boundaries
- Buildings set back from pavement, regular building line



### Character

- Deformed grid layout with perimeter blocks
- Occasional verges
- Very strong building line with regular spacing and location of buildings
- Sense of enclosure
- Limited number of street trees
- Limited parking on street

### 1970 to circa 2000



Includes:  
Wellington Road,  
Hampden Close,  
edge of Blenheim  
Square (post-2000)



- Medium to high density
- Cul-de-sac layout
- Some apartment blocks visible around edge of Blenheim Square (post-2000)



### Character

- Limited pedestrian connections
- Broken building line
- Some strongly enclosed elements, with well enclosed courtyards and private drives
- Some street trees
- Some verges and left over informal green spaces
- Limited parking on street, vehicles parking over footway

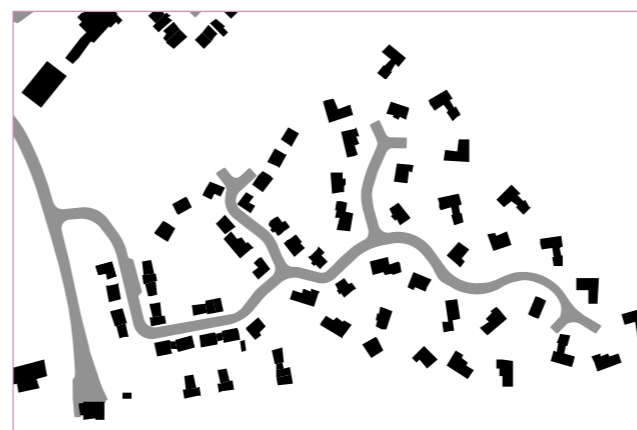
### Post-2000



Includes:  
Tempest Mead



- Medium to high density, smaller plot sizes
- Cul-de-sac layout
- Enclosure, narrow carriageway, green, small scale residential character



### Character

- Traditional Essex form, conforms to guidelines set out in Essex Design Guide
- Buildings often rotated along street line to create facade vistas
- Very strong sense of enclosure due to narrow street form
- Landscape and well maintained private front gardens green the street
- Limited parking on street due to narrow street width

### Urban form themes for SMF

The urban form of North Weald Bassett is conflicted - featuring a wealth of connections to the surrounding countryside (both physical and visual), but with an internal lack of focal greenspaces of a scale to serve the village. Likewise, other than the High Road and PRow, internal connections through the village are limited due to the number of cul-de-sacs.

The SMF should therefore aim to create much needed focal green spaces of scale, with a variety of facilities to encourage a variety of users throughout the day.

The SMF should feature a block form that is permeable, legible and encourages cycling and walking, and responds to passive environmental design considerations

The existing village is traditional in architectural form, therefore the SMF should seek to continue this precedent but with the opportunity to modernise where appropriate, for example using a traditional building silhouette with more contemporary openings. The new development should be sympathetic and complementary to the existing character of built form, whilst seeing to create a distinctive identity of its own and utilising innovative and high-quality design.

Taking the existing residential densities into account, a density level of between 30-50dph is broadly appropriate, with potential to slightly increase or decrease within the SMF in strategic locations.

A range of housing typologies and tenures should be used to ensure a mixed and balanced community. Housing should be designed to be adaptable, accessible and innovative in order to allow people to stay in their homes as lifestyles and needs change.

### 3.6 SMF area aerial tour

#### Introduction

The following pages feature the SMF area, highlighting features of the site, which allocation area they are located within, and what the key characteristics of each area are.



Figure 3.26 - Site tour photographs (continues to page 34)

#### 1. St Andrew's primary school

Allocation area:

N/A but within SMF area

Key characteristics:

- 2fe primary school
- Blackhorse Lane byway runs along southern edge, potential to improve pedestrian entrances/access to school
- Vehicular access via School Green Lane and Beamish Close, potential for new bus/coach drop off within the SMF along with new pedestrian/cycle accesses



## 2. Memorial Playing Fields

Allocation area:

N/A but within SMF area

Key characteristics:

- Sports pitches, Queen's Hall community centre and play area
- Not well-overlooked, surrounded by thick vegetation, underutilised
- Potential to open up as part of a new social hub for the village



## 3. A414/Vicarage Lane West junction

Allocation area:

NWB.R3/edge of NWB.R1

Key characteristics:

- Only allows vehicular access for traffic travelling west on A414 onto Vicarage Lane West
- No vehicular access from Vicarage Lane West back onto A414 creating diversion
- Pedestrian crossing is difficult due to speed of traffic



#### 4. North West field

Allocation area:

NWB.R3

Key characteristics:

- Views of St Andrew's Grade II\* listed church and glimpsed views towards airfield
- PRow runs along eastern edge
- Existing property (Weald House) bounds northern edge, with Church Cottage opposite
- Potential for new vehicular access from Vicarage Lane West



#### 5. Central northern area

Allocation area:

NWB.R4, NWB.5

Key characteristics:

- Chase Farm - mix of existing homes and employment areas including glasshouses, storage and garage buildings
- Existing vehicular access from Vicarage Lane West
- Gas main runs across NWB.R3 and between NWB.R4 and NWB.R5





## 6. Central fields

Allocation area:

NWB.R3

Key characteristics:

- More open in character, with wider views of the village, airfield and surrounding countryside
- Includes PRowS and gas main
- Sensitive edges on Queens Road and Oak Piece, with the gardens of existing homes bounding the site
- Topography slopes to the west



## 7. North eastern fields

Allocation area:

NWB.R1, NWB.R2. Includes traveller site allocation within NWB.R1

Key characteristics:

- Dense vegetation on field boundaries creates more enclosed spaces
- Sensitive edge on Blackhorse Lane, where the site abuts to the east
- Limited views of listed Tylers Farmhouse outside of NWB.R2 area
- Northern edge runs along A414



### 3.7 Site edges

The SMF area features a range of site edge interfaces, which include boundaries with existing residential homes, highways (A414 to the north of NWB.R1, NWB.R2 and NWB.R3), transitions to more open countryside and natural areas (such as the local nature reserve to the west).

#### Residential edges

In terms of the residential edges, the largest of these are the southern and eastern edges of the NWB.R3 allocation area (Queens Road and Oak Piece), the eastern edge of the NWB.R1 allocation area (Blackhorse Lane), and the eastern, western and southern edges of Carlton House (edging NWB.R3, NWB.R4 and NWB.R5).

The SMF should not result in a loss of privacy or light for existing residents. In some cases existing residents have informal access into the SMF area, which will also need to be considered.

Where a PRoW runs near these boundary edges the PRoW should be considered and incorporated into the SMF proposals, ensuring natural surveillance over them.

The Design Guidelines for North Weald Bassett document includes a section on a potential green buffer between existing homes and new development adjacent to Queens Road and Oak Piece. It includes recommendations for the buffer to accommodate recreational facilities, cycle and pedestrian paths, and that the edge of new development should overlook this space to provide an active frontage and natural surveillance.

#### Potential future development areas

Although both Weald House and Carlton House are within the SMF area, they are not within the 5 development sites R1-R5. However, development areas do border Weald House and Carlton House. The SMF identifies the edges with these existing houses as sensitive, and as such the SMF suggests an appropriate treatment on the edges of these houses.

At some point in the future these plots may be put forward as development areas in their own right. Both plots are self contained, with their own existing vehicular access from Vicarage Lane West.



Weald House and Carlton House location

#### Existing residents on Queens Road and Oak Piece edges

The southern and eastern edges of the NWB.R3 site feature existing homes that back onto the site edge (along Queens Road and Oak Piece).

Therefore these edges need to be treated sensitively to provide a successful border. The southern and eastern edge also feature a PRoW running along the boundary edge, and factoring that element into the arrangement is critical, so as to provide a safe and well-used route with natural surveillance.

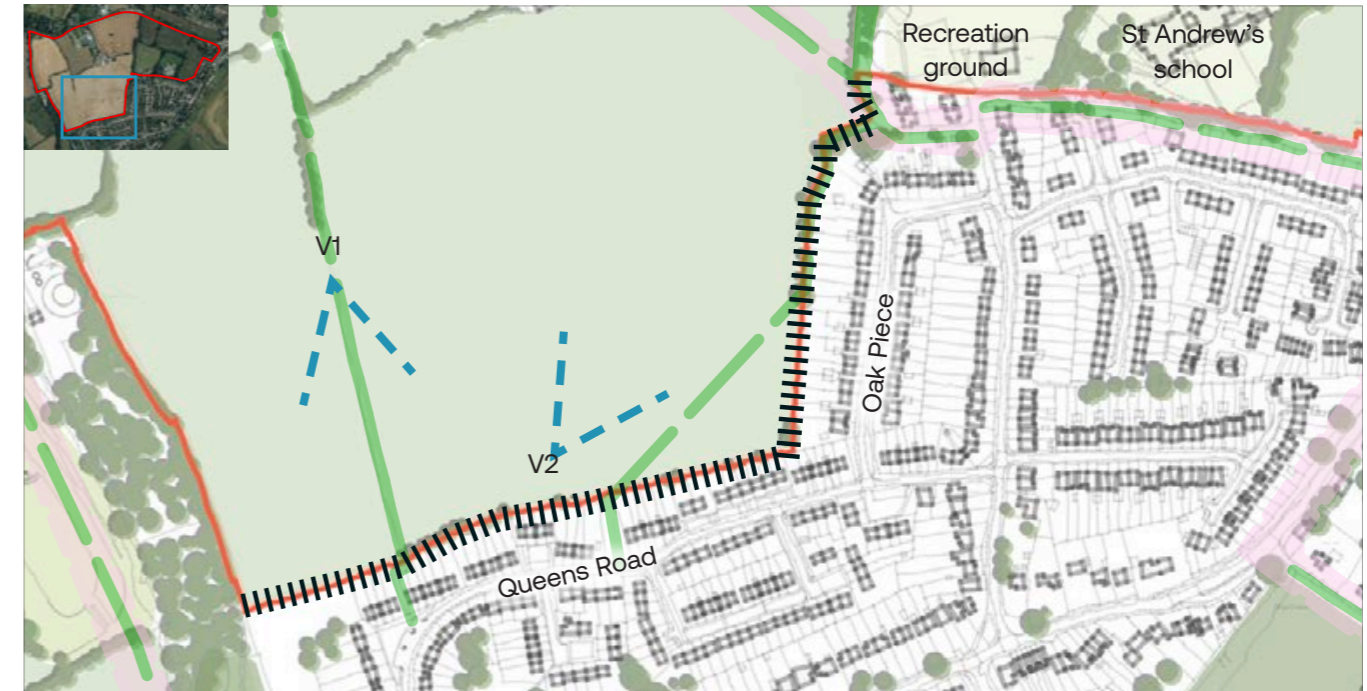


Figure 3.27 - Site interface with Queens Road and Oak Piece



Existing residents on Queens Road (view 1, left) and Oak Piece (view 2, right) 'backing onto' SMF

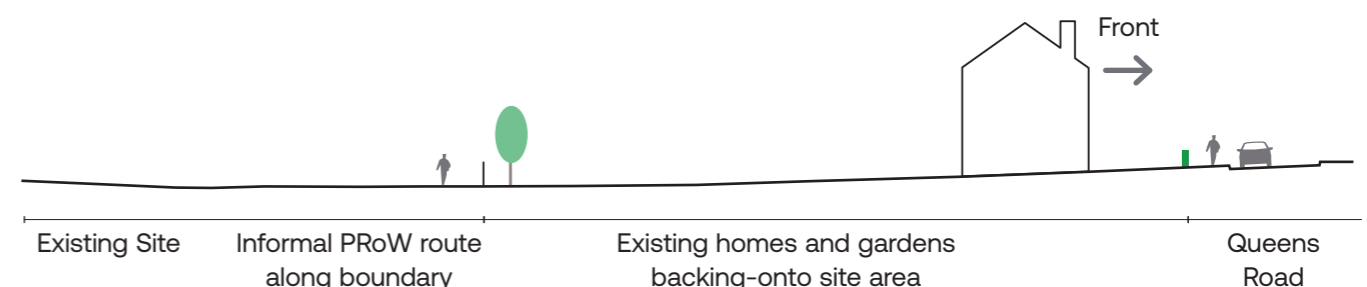


Figure 3.28 - Section across boundary edge with Queens Road

### Existing residents on Blackhorse Lane edge

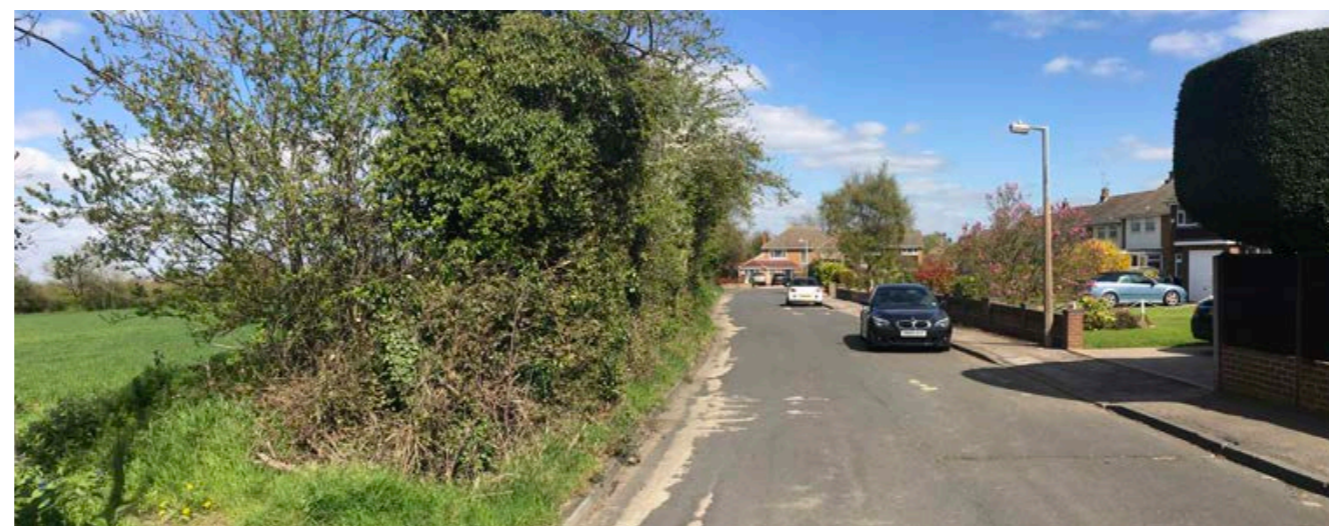
To the east of the NWB.R1 site edge, existing homes front onto Blackhorse Lane.

Along this boundary there is a hedgerow/ tree belt that provides some privacy which should be retained.

This edge also needs to be treated sensitively to provide a successful border. A PRoW runs north/south diagonally through the NWB.R1 site (although the local residents follow the boundary edge instead) and factoring that element into the arrangement is critical, so as to provide a safe and well-used route with natural surveillance.



Figure 3.29 - Site interface with Blackhorse Lane



Residents on Blackhorse Lane fronting onto masterplan area (view 3)

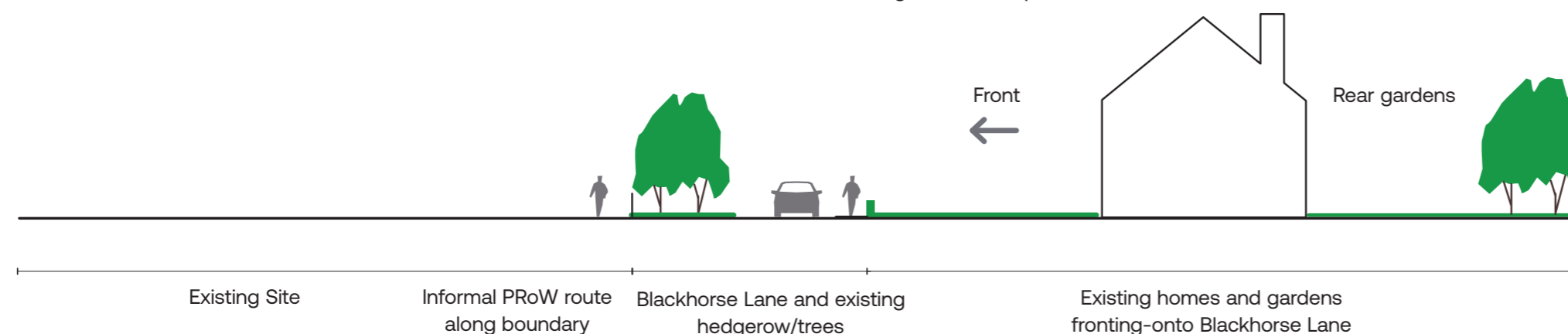


Figure 3.30 - Section across boundary edge with Blackhorse Lane

### Vicarage Lane West edge

Located in the north west corner of the NWB.R3 development site, this edge features Weald House within the SMF area, with St Andrew's church and its associated buildings to the north of Vicarage Lane West. Weald House (within the SMF area) is enclosed by planting/hedgerows.

Vicarage Lane West is more rural in character. This edge needs to respect this character and the setting of the church. This could be achieved through the creation of a green gateway buffer, that could be part of a green gateway into the north western part of the SMF area (see page 44 for section).



Figure 3.31 - Site interface with Vicarage Lane West



Looking east along Vicarage Lane West, with church and associated buildings on the left (view 4)

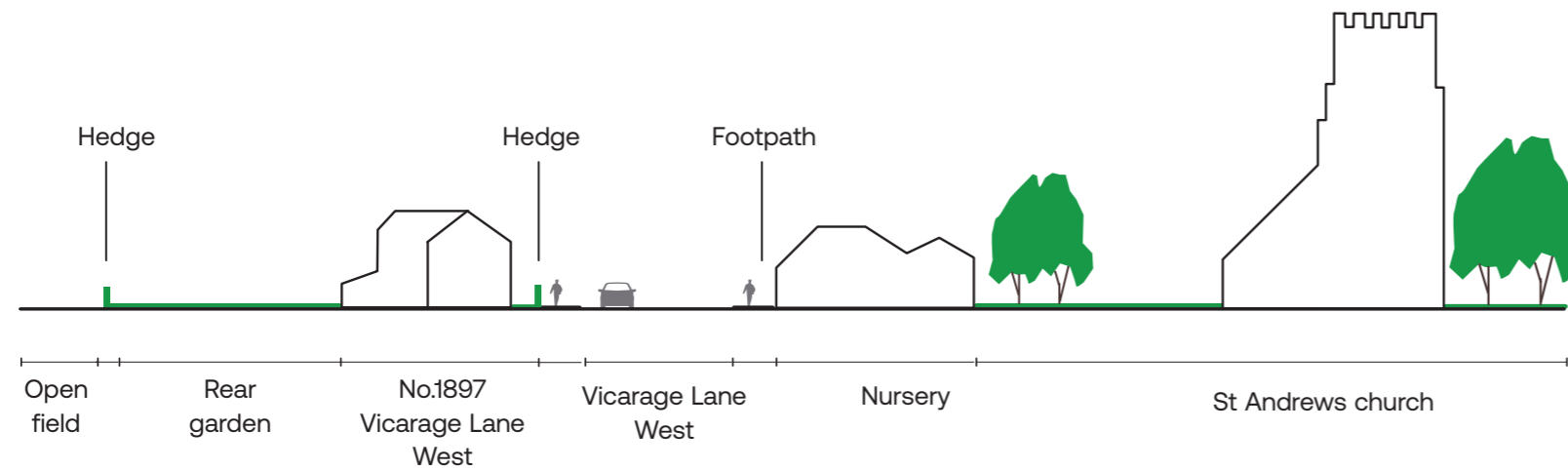


Figure 3.32 - Section across boundary edge with Vicarage Lane West

### A414 edge

This edge is located to the north of the NWB.R1 and R2 development site. The A414 is a 60mph road which bisects the village, limiting pedestrian movement across the village. There are no pedestrian footways on either side of the A414.

There are 3 existing pedestrian crossing points, a zebra crossing at Tylers Green, and two informal PRow crossings, which are difficult to use due to the speed of traffic and visibility. Of the two PRow, the western

access links into a wider connection of routes to the surrounding countryside.

The A414 limits pedestrian movement, therefore this edge should improve pedestrian crossing, as well as respond to the speed of the A414, with potential to lower the highway speed from 60mph.

Reduction in vehicular speed will also help reduce noise from the road, which may require mitigation on the northern edge of NWB.R1.



Figure 3.33 - Site interface with A414



Figure 3.34 - Section across boundary edge with A414



Looking east along A414 from junction with Vicarage Lane West (view 5)

### Site edges themes for SMF

Edge treatments should not result in loss of privacy/light for existing residents

Active frontages should be incorporated into the proposed treatments, to maximise activity and natural surveillance

The integration of new homes with the village is covered in the Design Guidelines for North Weald Bassett document: a green buffer with pedestrian and cycle paths is preferred, along with new homes overlooking this buffer to provide natural surveillance

The A414 is currently difficult to cross in places, therefore the SMF should seek to improve pedestrian crossing points

### 3.8 Site constraints summary

A number of technical studies have been undertaken to inform the preparation of this SMF. These include the following:

- Topographical surveys
- Arboricultural surveys
- Gas main survey
- Odour assessment
- Flood risk assessments
- Built heritage assessments
- Geophysics surveys and archaeological investigations
- Ecological surveys
- Noise surveys
- Traffic surveys and highway modelling
- Landscape connectivity study.

Using these technical studies, a constraints plan has been evolved as the first detailed stage in developing the SMF, as seen in figure 3.35 on p46. The principal constraints to be taken into account are:

1. The intermediate pressure gas main and associated easement
2. The Environment Agency Flood Zone associated with the Main River adjacent site NWB.R3
3. Odour concentrations associated with North Weald Bassett WWTW
4. Overhead electricity power lines
5. Attractive mature trees and hedgerows
6. Public Rights of Way and Byway
7. The setting of heritage assets.

#### Site constraints themes for SMF

Whilst many of the above features could be seen as constraints, they also provide opportunities to create attractive green spaces, opportunities for connectivity and the enhancement of the quality of development within the SMF area.

In particular, the existing landscape structure affords the opportunity to help frame the proposal, and to help inform character. The gas main and easement creates the opportunity for creative solutions for its use as an area of open space.



Mature trees and hedgerows



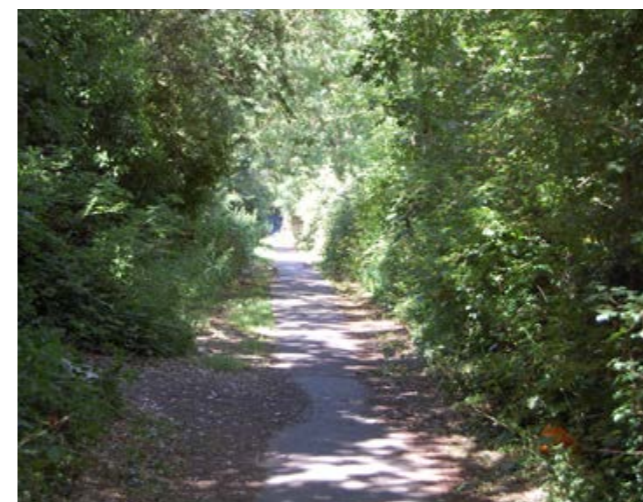
WWTW (odour zone)



Listed buildings (Tylers Farmhouse)






















Gas main



Public Rights of Way



Overhead power lines

-  Masterplan area
-  Gas pipe easement - 3m\*
-  Gas pipe easement - 7.5m\*  
\* Gas main surveyed by Lightsource surveys. 3m zone prohibits excavations/buildings etc. 7.5m zone also has restrictions - refer to detailed information
-  Indicative gas main beyond site
-  1m contours (Lidar data)
-  Overhead power lines
-  BT above ground
-  Main rivers/water course and 10m buffer
-  TPO and veteran trees
-  Hedges (retain and protect)
-  Listed building
-  Public Right of Way 2.5m buffer
-  Public Right of Way
-  Rights access points
-  Odour pollution (Odournet 3\*)  
\*Odournet are UKAS and MCERTS accredited air quality consultants. Odournet 3 is an area surveyed unlikely to constitute significant pollution.
-  Sensitive edge with existing residents
-  EA flood zone 3
-  EA flood zone 2  
© Environment Agency copyright and/or database right 2023. All rights reserved. Some features of this map are based on digital spatial data from the Centre for Ecology & Hydrology, © NERC (CEH), © Crown copyright and database rights Ordnance Survey 100024198
-  \*1 Sources of potential noise disturbance:  
1. Airfield  
2. A414  
3. WWTW  
4. Employment uses

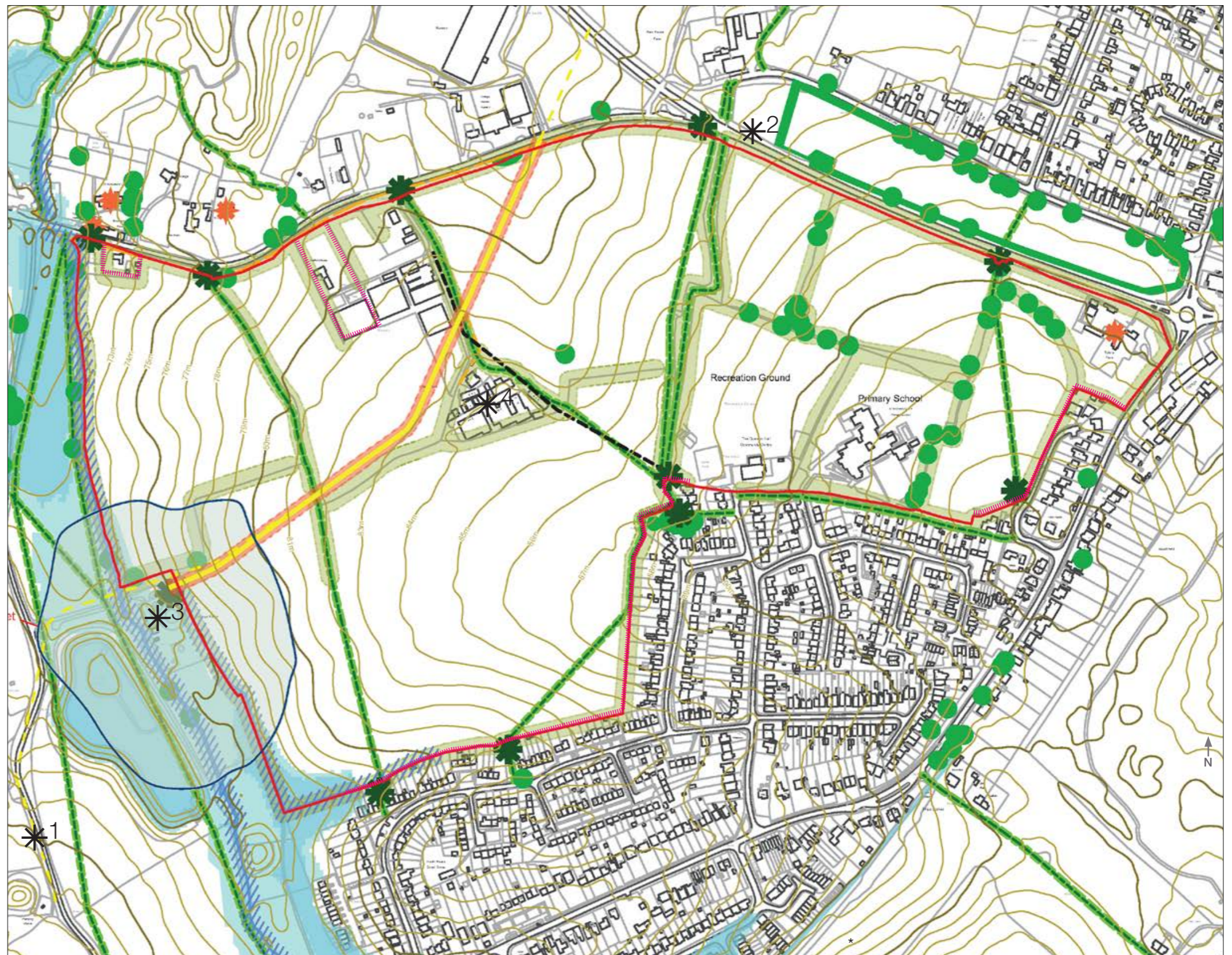


Figure 3.35 - Site constraints

NB: Additional surveys to be completed. Final detail to be resolved through determination of planning application.  
All individual land owners/developers are responsible for their own survey data

### 3.9 Site opportunities

#### Identity and character

The National Design Guide states that:

*“Well-designed places, buildings and spaces:*

- *have a positive and coherent identity that everyone can identify with, including residents and local communities, so contributing towards health and well-being, inclusion and cohesion;*
- *have a character that suits the context, its history, how we live today and how we are likely to live in the future; and*
- *are visually attractive, to delight their occupants and other users”*

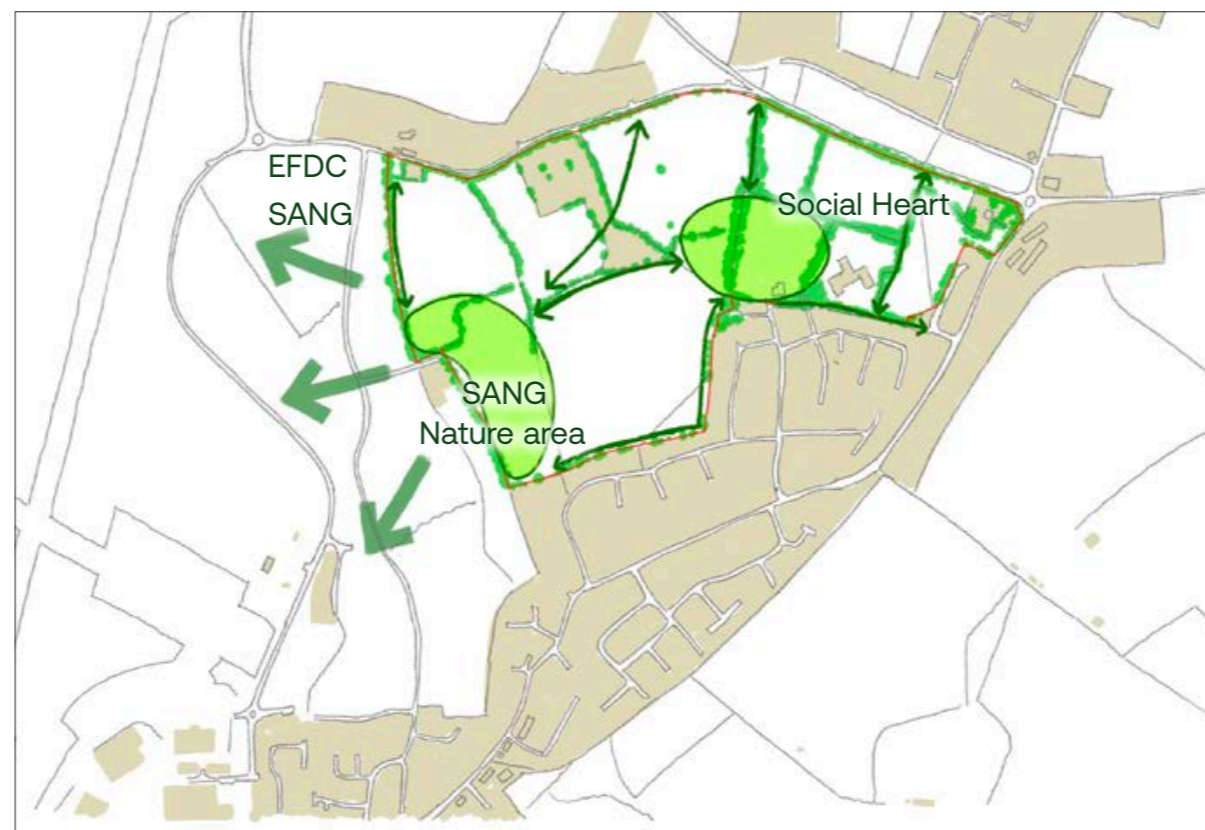
The baseline analysis, suggests that there is no single overriding character in North Weald Bassett, but that instead there are 4 embedded characteristics that the SMF must respond to, from which opportunities arise:

1. A discrete, village-like feel
2. North Weald Airfield
3. Pedestrian connections to the countryside
4. A rich local history

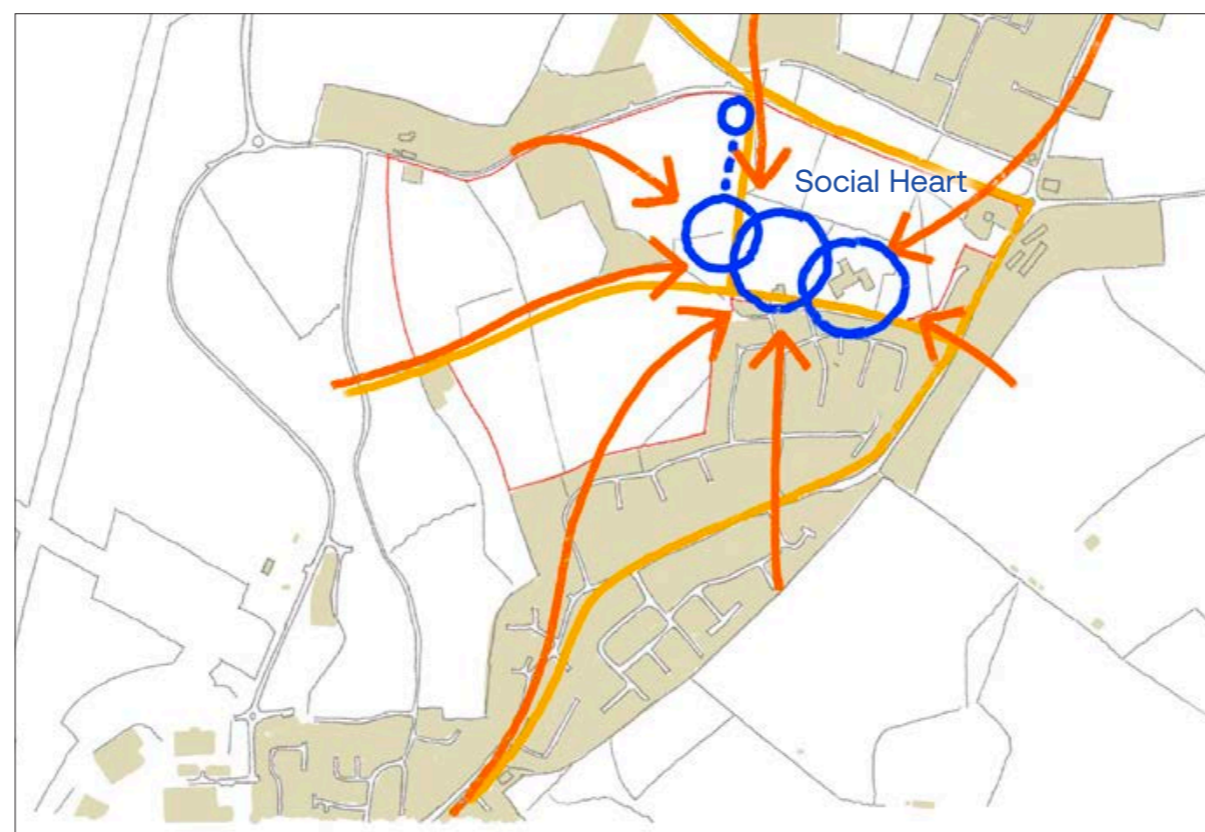
In addition, the SMF should positively respond to the identified constraints, including sensitive edges, utilities, access, contextual architectural influences, and the requirements of the Local Plan, including the allocated development sites and strategic infrastructure.

#### Bringing it together

A series of 6 opportunity diagrams (figure 3.36) layer together to form the combined opportunities plan (figure 3.37, p50).

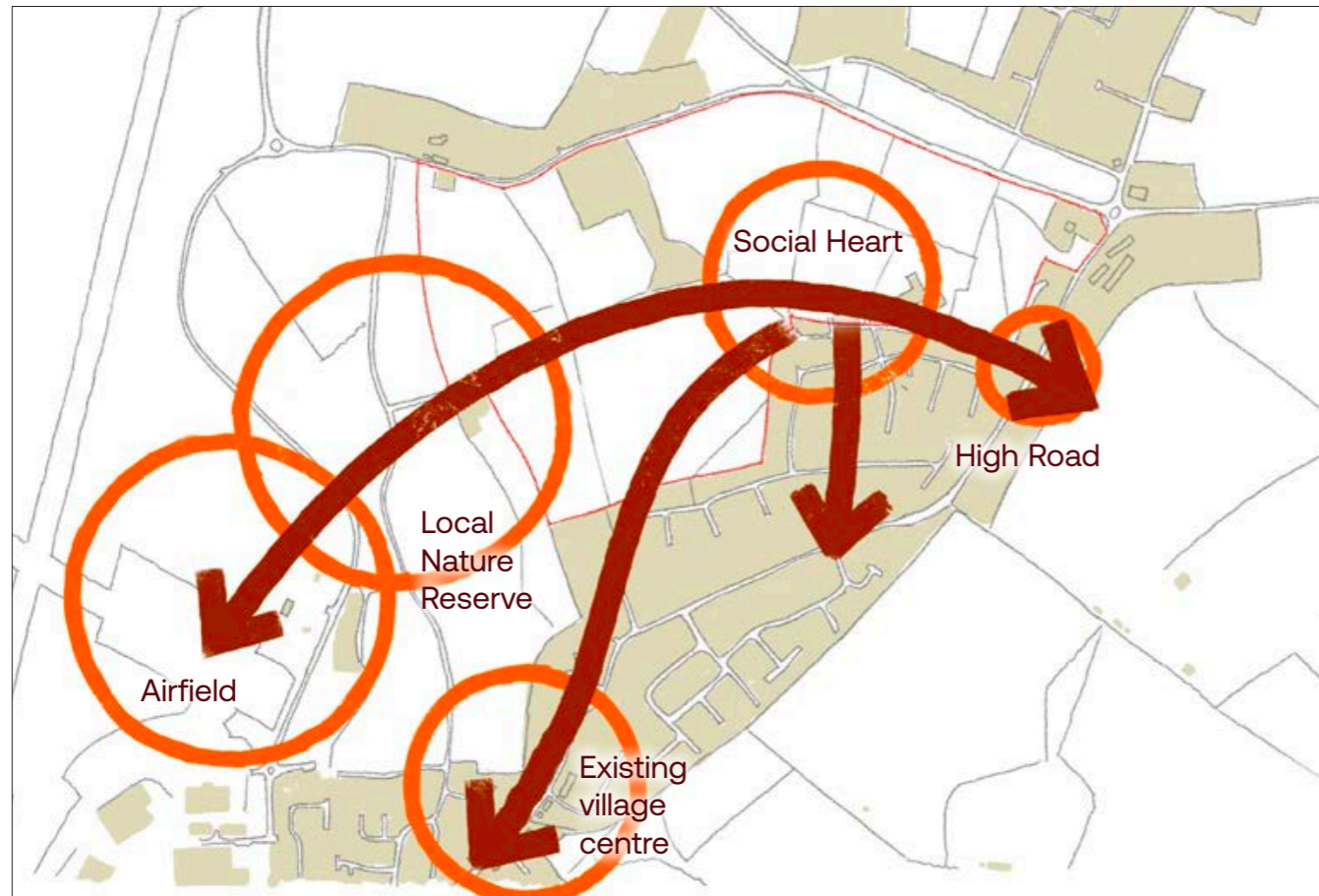


1. Landscape-led development which incorporates existing landscape features and bolsters these with ‘bookended’ large areas of open space (including new sports facilities within the Social Heart, and a nature area to link to local nature reserve) and pedestrian focussed greenways to connect them

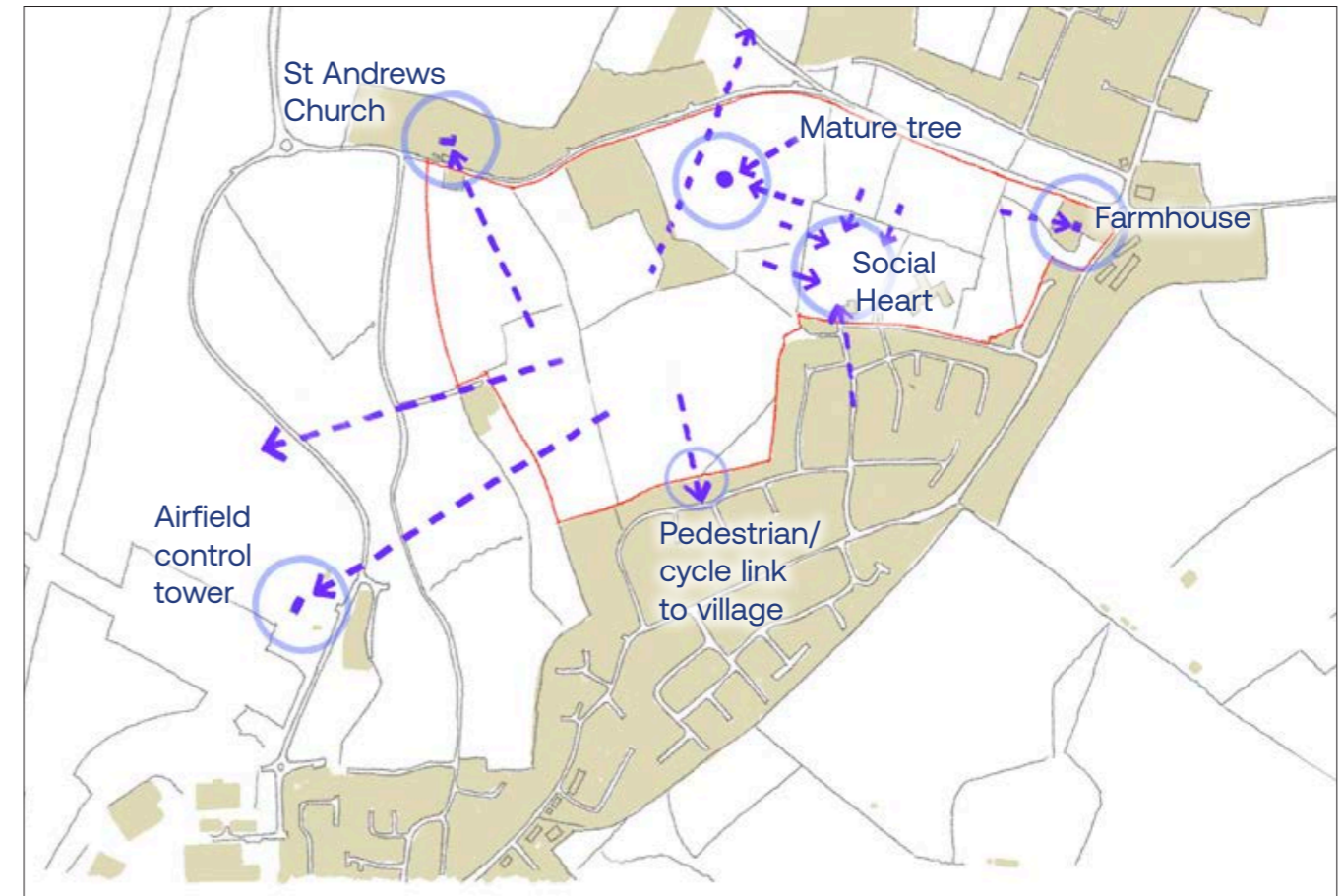


2. A complementary new social, mobility, sports and education focus for the village creating a Social Heart to the village, centrally located within North Weald Bassett and at the intersection of key movement corridors.

Figure 3.36 - Site opportunities



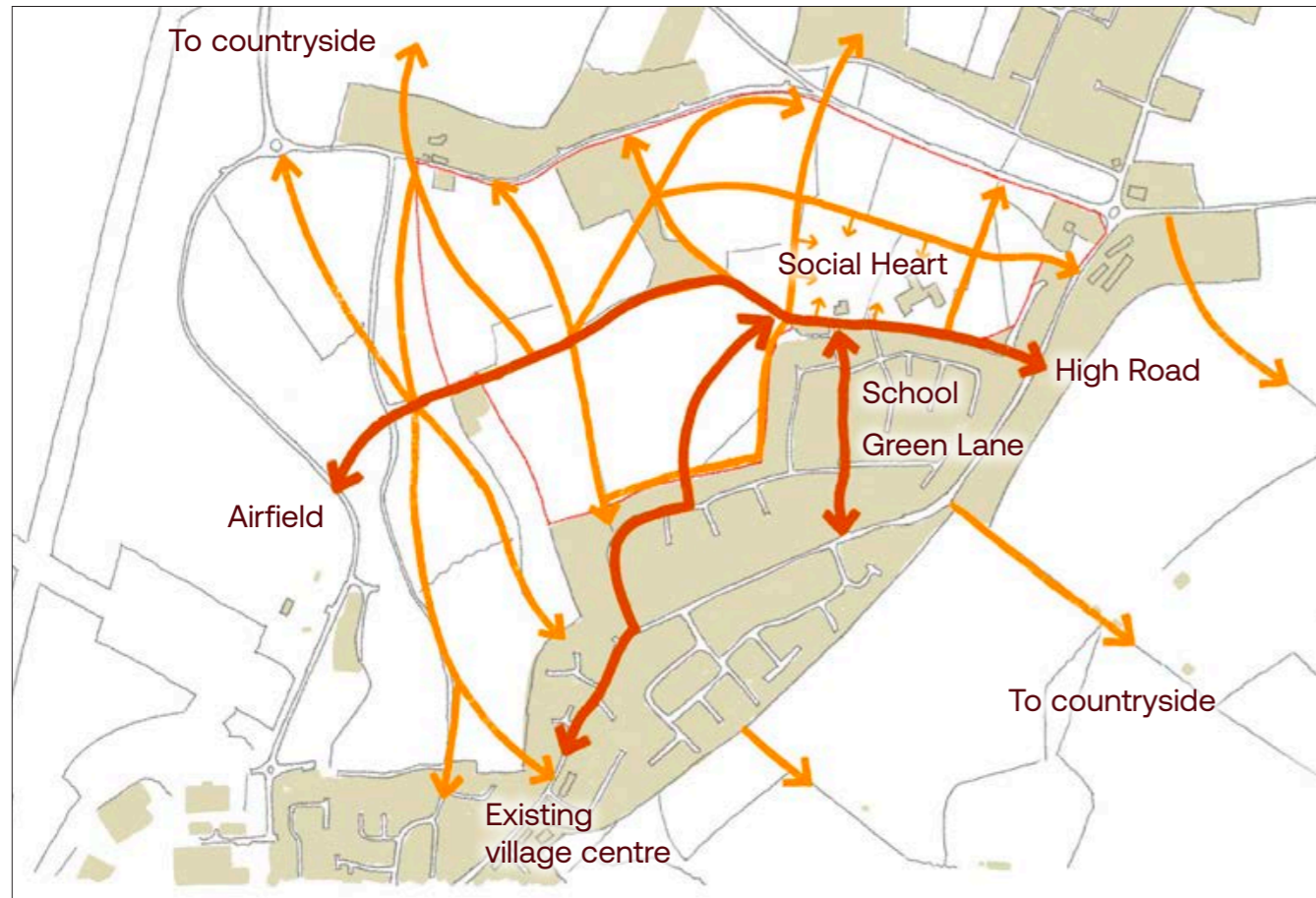
3. Enhancing east-west pedestrian and cycle connections across the village, connecting the airfield and its future uses and the local nature reserve to the SMF and ensuring integrated pedestrian links to the existing village centre via Queens Road and The High Road via School Green Lane



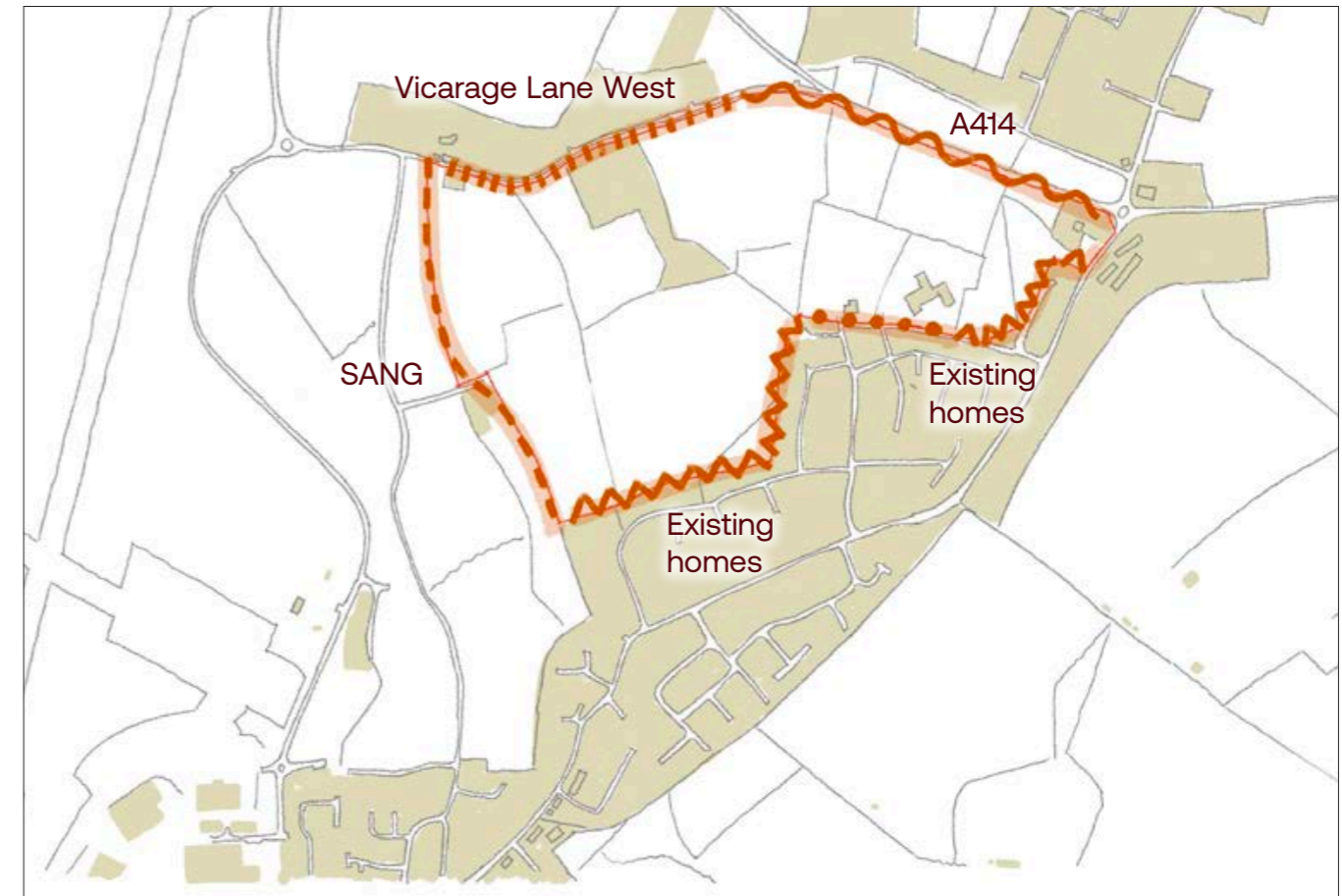
4. Aligning vistas internally and externally, including views of village destinations, heritage assets, mature trees and opening up the Memorial Playing Fields. A visual link to the surrounding countryside is as important as retaining a physical link

Figure 3.36 - Site opportunities (cont.)





5. Utilising the SMF to provide new and enhance existing pedestrian and cycle connections through the village to the wider countryside, based on a hierarchy of safe, overlooked routes led by the east-west link and route to the existing village centre



6. Responsive edge treatments, including sensitive edges which border existing homes, heritage assets and the transition from the village to countryside. Equally applies to building scale and density in response to their setting

Figure 3.36 - Site opportunities (cont.)



Figure 3.37 - Combined opportunities



Figure 3.38 - The opportunity for North Weald Bassett village



# B Framework



# 4. The vision

## 4.1 Vision statement

The vision for the North Weald Bassett SMF is based upon the foundations of the EFDC vision for the site and a thorough analysis of the site and its context, as illustrated in Part A of this SMF. The proposed vision is:

“A landscape-led masterplan, which respects the discrete character of the village; utilises existing landscape features; places an emphasis on social focal points, connectivity and integration with the fabric of the village; fosters a sense of community; and acknowledges the history of North Weald Bassett”





Figure 4.1 - Illustrative concept sketch

## 4.2 Epping Forest District Council Vision

The Local Plan sets the following vision for how North Weald Bassett will evolve up to 2033 and beyond:

*“North Weald Bassett will become more self-sufficient, enabling the settlement to realise a long-term future as a larger provider of employment, housing and services within Epping Forest District. The distinct local character of the settlement, surrounded by greatly valued green open space, will be retained by maintaining key landscape areas to the south and promoting its rich military heritage.*

*“Future development will be located to the northern side of the village, in line with the vision set out in the 2014 masterplan.*

*“Aviation related uses, complemented by a mix of employment and leisure uses will be sought to boost the commercial offer and sustainability of the Airfield. The needs of North Weald Bassett residents will be met through improved health, education, leisure and community facilities, alongside a strengthened range of shops and services that are complemented by enhanced sustainable and public transport provision.”*

## 4.3 Vision themes and masterplan drivers

The proposed vision is structured by six visioning themes. For each theme, three masterplan drivers inform the SMF, which are illustrated in figure 4.3 on pages 57-59:

### Landscape & Topography

1. Utilise and enhance the existing landscape structure
2. Capitalise on the site’s topography to employ SuDS and open spaces
3. Incorporate a natural green space in the south west corner of the site

### Open Spaces & Focal Point

4. Create a focal hub for the village at the Memorial Playing Fields
5. Ensure each new home is within 150m of a greenway or area of open space
6. Avoid overlooking and retain privacy of existing neighbours

### Creating a Highly Sustainable Place

7. Create a 15 minute social neighbourhood with excellent walking and cycling links
8. Prioritise health and well-being through access to natural and built environment
9. Improve the flood and climate resilience, thermal and water efficiency

### Integration & Legible Urban Form

10. Integrate the proposal within the wider village by filling gaps in the social infrastructure
11. Create attractive and well designed new homes in a clear and legible urban form
12. Incorporate wayfinding and marker buildings/spaces to aid legibility

### Public Transport & Vehicular Access

13. Encourage sustainable travel by bringing public transport into the site
14. Reduce vehicle speeds on highway network, prioritise people over cars
15. Avoid creation of rat runs through the SMF

### Enhancing Public Rights of Way

16. Utilise and enhance the existing PRow structure
17. Improve east-west links across the site to unlock key destinations
18. Encourage walking and cycling with new destination and recreation links with overlooking, compact walkable blocks.



Figure 4.2 - Visioning themes and masterplan drivers colour wheel





### Landscape & Topography

Retaining the existing landscape frame to inform character; a large natural area of open space bordered by Local Nature Reserve, and existing PRow; using site topography for series of linked attenuation basins and swales, as part of SuDS strategy



### Open Spaces & Focal Point

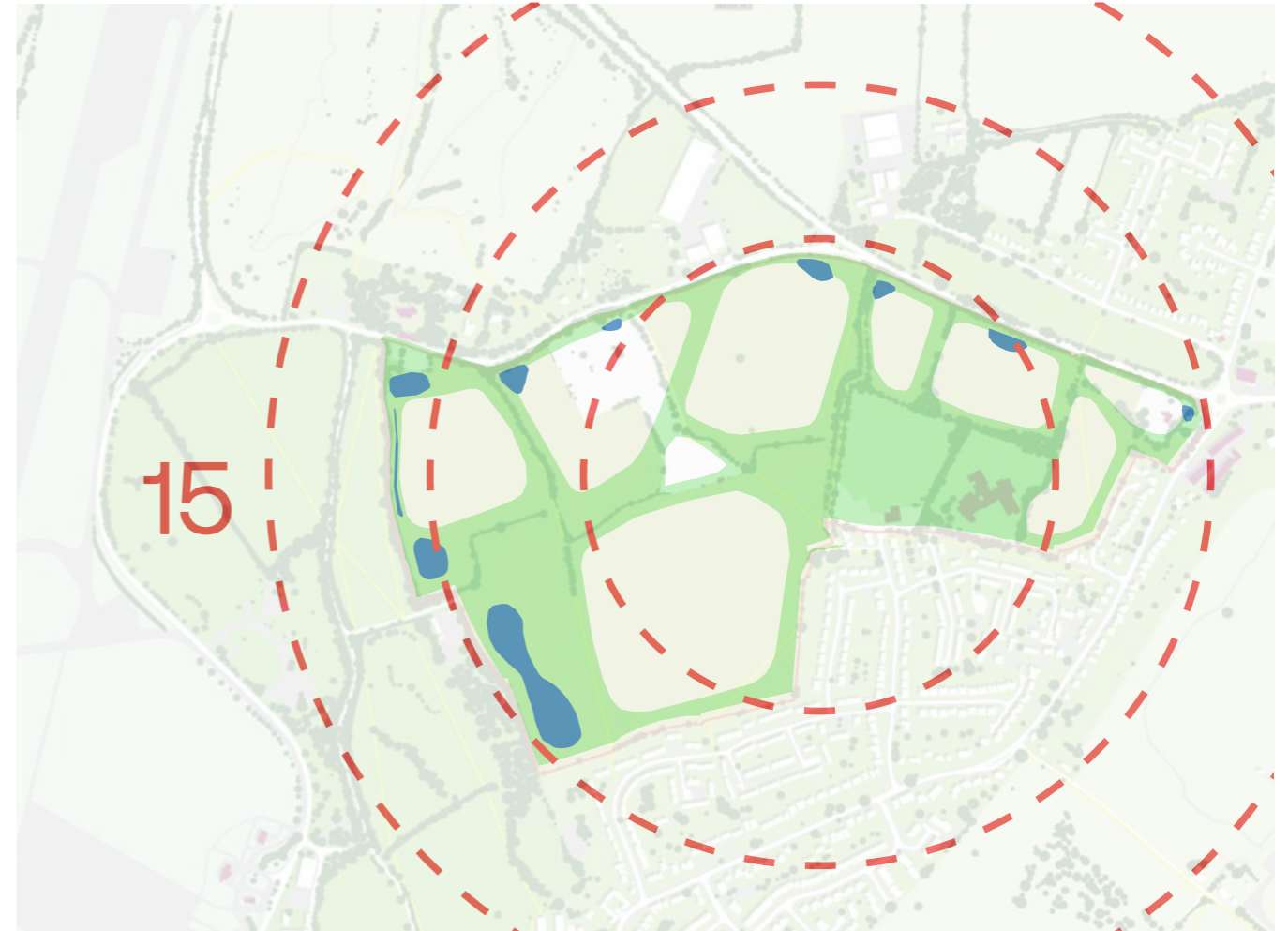
A new focal point within the village - a Social Heart incorporating the Memorial Playing Fields, local centre and school; creating a network of open spaces and greenways within 150m of each home; respecting neighbours with appropriate edge treatments

Figure 4.3 - Visioning principles and masterplan drivers



### Integration & Legible Urban Form

Integrate by meeting the needs of the village (as set out in the NPSG questionnaire feedback), not competing with existing facilities; creating a well-designed place that incorporates marker and existing heritage buildings in a high quality, legible urban form



### Creating Sustainable Placemaking

Creating a 15 minute walking neighbourhood with a mixture of uses to meet day-to-day needs within easy reach of the village, and access to nature nearby and further away. Responding to climate change and maximising energy and water efficiency

Figure 4.3 - Visioning principles and masterplan drivers (cont.)



### Public Transport & Vehicular Access

Encourage sustainable travel and wider links by bringing public transport into the SMF area, avoiding large diversions and the creation of rat runs through the SMF, placing the majority of traffic on the strategic network, reducing vehicle speed and improving A414 pedestrian crossings



### Enhanced Public Rights of Way and Active Travel Corridors

Encourage walking and cycling between overlooking, compact blocks, with new and enhanced PRow links between existing and proposed village hubs and recreational routes, including a new east to west link from the airfield to the High Road; and surrounding PRow crossings

Figure 4.3 - Visioning principles and masterplan drivers (cont.)

## 4.4 Future trends

There are a number of potential future trends that could impact the vision and masterplan for the site. In particular, the way we move about, with a greater emphasis on sustainable travel, highlighting the need for good public transport, cycle and walking connections.

If the way we own, hire or rent personal vehicles changes, this too could have an impact on parking requirements and street design.

Climate change will require an even greater emphasis on sustainability, water management, clean energy, and the need for shade.

The 2020 pandemic has fundamentally changed the way many people work, with more choice to work either from home, an office, or a third place, often cafés or flexible working hubs. The pandemic also showed that having a good range of local services for day-to-day needs is essential, which is described in more detail on page 52.

Wider employment trends will link well with the proposed employment land at the airfield, offering a range of employment spaces well linked to the SMF.

## 4.5 Engagement and how consultation has influenced the SMF

Wide ranging and in depth local engagement has been undertaken since 2018 to inform and shape the SMF to reflect local priorities. In addition to engagement with EFDC officers and the Quality Review Panel (QRP) process, local engagement has included the Parish Council, local EFDC councillors, North

Weald Bassett Neighbourhood Plan Steering Group (NPSG), St Andrew's Primary School, Queen's Hall Charity, site neighbours and the wider community across the Parish.

### 1. NPSG 2018

An introductory meeting was held with EFDC officers and the NPSG in September 2018. A further meeting which included a site walk and workshop which culminating in post-it note annotated plans to discuss the strengths and weaknesses of the village. Strengths identified included the existing walking routes to countryside to the north through the site, the strong village feel and sense of community. Weaknesses included traffic congestion and use of rat runs and the lack of social destinations for walking routes in the village. Opportunities included potential new community and retail facilities, and a 'country park' and ways that traffic could be directed away from the village centre. Site threats identified included additional traffic in the village and new shops competing with existing shops.

### 2. NPSG and Parish Council early 2019

A workshop meeting was held with the NPSG in February 2019. The purpose of the meeting was to spatially illustrate the emerging framework masterplan, culminating in a draft annotated sketch plan being produced. This highlighted potential masterplan drivers related to pedestrian and vehicular movement, key views and the sensitive treatment of specific edges within the SMF area. A meeting was subsequently held in March with the Parish Council footpaths officer to identify key routes and a broad footpath connectivity strategy including potential diversions.

### 3. QRP 1 June 2019

The first Quality Review Panel (design review)

commended the approach and collaboration across land ownerships, along with the stakeholder engagement undertaken. 12 development principles were presented which were broadly welcomed with comments on potential additional elements to include. The panel also requested to see the underlying granular analysis of the site and context, which was available but the format of the QRP did not allow to be shared.

### 4. Local engagement late 2019

A further meeting was held with the NPSG in November which covered the landscape strategy and further discussion of key principles. An initial meeting was also held with Governors and the head teacher of St Andrew's Primary School regarding any enhancements to the existing school. A meeting was held with Parish Councillors in December to update on progress with the SMF to date.

### 5. Local engagement 2020

A meeting was held with the NPSG in January 2020 to discuss transportation matters. Issues covered included traffic flows, a new roundabout on the A414, pedestrian safety, the future of Church Lane and public transport options, including examining the potential for a commuter service to Epping Station.

There were further meetings with the Governors and Headteacher of St Andrew's School in February, September and November. These covered issues such as pupil yield and explored feasibility options for the potential expansion of the school with a preferred option emerging with retained and enclosed the swimming pool and provided a new access and bus/coach drop off to the north of the school which would help address existing issues.

An online update presentation was provided to the Parish Council and local ward councillors in October 2020. Key issues raised included support for the retention of hedgerows, sensitive treatment of the SMF boundary, maximising the potential for sports and recreation, adequate healthcare provision and parking in the village.

### 6. Engagement with Queens Hall charity 2021

Meetings were held with the Trustees of the Queen's Hall Charity including an online introductory meeting and a subsequent site visit and in-person meeting. One of the key issues was to ensure that any new community facilities did not compete with and undermine existing sporting and social activities at Queen's Hall. Feasibility options were then progressed to explore the potential upgrade of Queen's Hall and improving sporting and play provision.

### 7. QRP 2 August 2021

In the second design review, the limitations of the format of the engagement meant the design team were unable to share a wealth of information, including the draft SMF with the panel. The panel suggested further review of a number of topics including sustainability, drainage, cycle routes, and retail provision.

### 8 EFDC PPA workshops 2022-23

From mid 2022, a series of workshops were held with EFDC as part of a PPA agreement, covering urban design, access, education, landscape, sustainability and social infrastructure. Various updates to the SMF came out of this process, including a more detailed review of the local centre and sketch designs of key areas of public realm.

### 9 Public consultation June 2023

Widespread community consultation was undertaken in June 2023 which comprised the mailing of an 8 page consultation brochure and feedback form to over 3,000 addresses in North Weald Parish; a consultation website with interactive masterplan and feedback form; an exhibition for key stakeholders and site adjacent residents; and a further three exhibitions and site tours for residents of the Parish. Feedback from completed forms and discussions at the exhibitions raised a wide range of detailed issues for consideration in the evolution of the SMF. Some of the key themes that have been addressed include boundary issues for site adjacent residents; provision of community, social and community infrastructure; designing out anti-social behaviour; public transport provision and access.



### 10. QRP 3 September 2023

A third Quality Review Panel took place in September 2023. The panel commented that the SMF has developed significantly since the previous review, with a new comprehensive document and positive focus of being landscape-led. The strategic masterplan framework had developed well. Its principles and aims were commendable, and the panel felt that the vision themes developed were successful.

The panel suggested further review of a number of topics including integration with the village, connectivity beyond the SMF area and sustainability.



Photo from public consultation exhibition



Photo from public consultation site tour



Photo from public consultation exhibition

## 4.6 Urban design influences

### Local living

The urban planner Carlos Moreno conceived the concept of the 15 minute city, a place that brings work and home closer together. The aim is to reach place of work, health, shops and community facilities within a 15 minute walk from home (figure 4.4).

The essence of traditional village life is the opportunity for local living, with most social and economic activity of daily life within easy and convenient reach of home.

The way we see and use our local surroundings has been changing in recent years, for example the 2020 pandemic illustrated a greater reliance on the assets of our local environment, with good accessibility to local facilities and open, green spaces becoming essential.

Modern technology has enabled more online meetings, working from home and deliveries to our door - there is therefore a greater potential to live much more of our lives closer to home (figure 4.5). Simply making sure that many day-to-day needs are met within the village will help reduce the number of car journeys and improve health and quality of life. This leads to making longer trips by choice rather than because you have to. Less travelling means more time and choice, and to focus on something new - to do our normal activities while making better use of our time.

With improved community facilities and new homes, North Weald Bassett has the opportunity to embrace this concept, and in doing so, foster a sense of community and integration of the SMF area as an intrinsic part of the village.

The accessibility of green spaces and green corridors is a defining feature of the SMF. The green corridors and open spaces identified in this SMF should be incorporated into individual planning applications and their future detailed design should have regard to Natural England's Accessible Greenspace Standards and Green Infrastructure Standards where appropriate

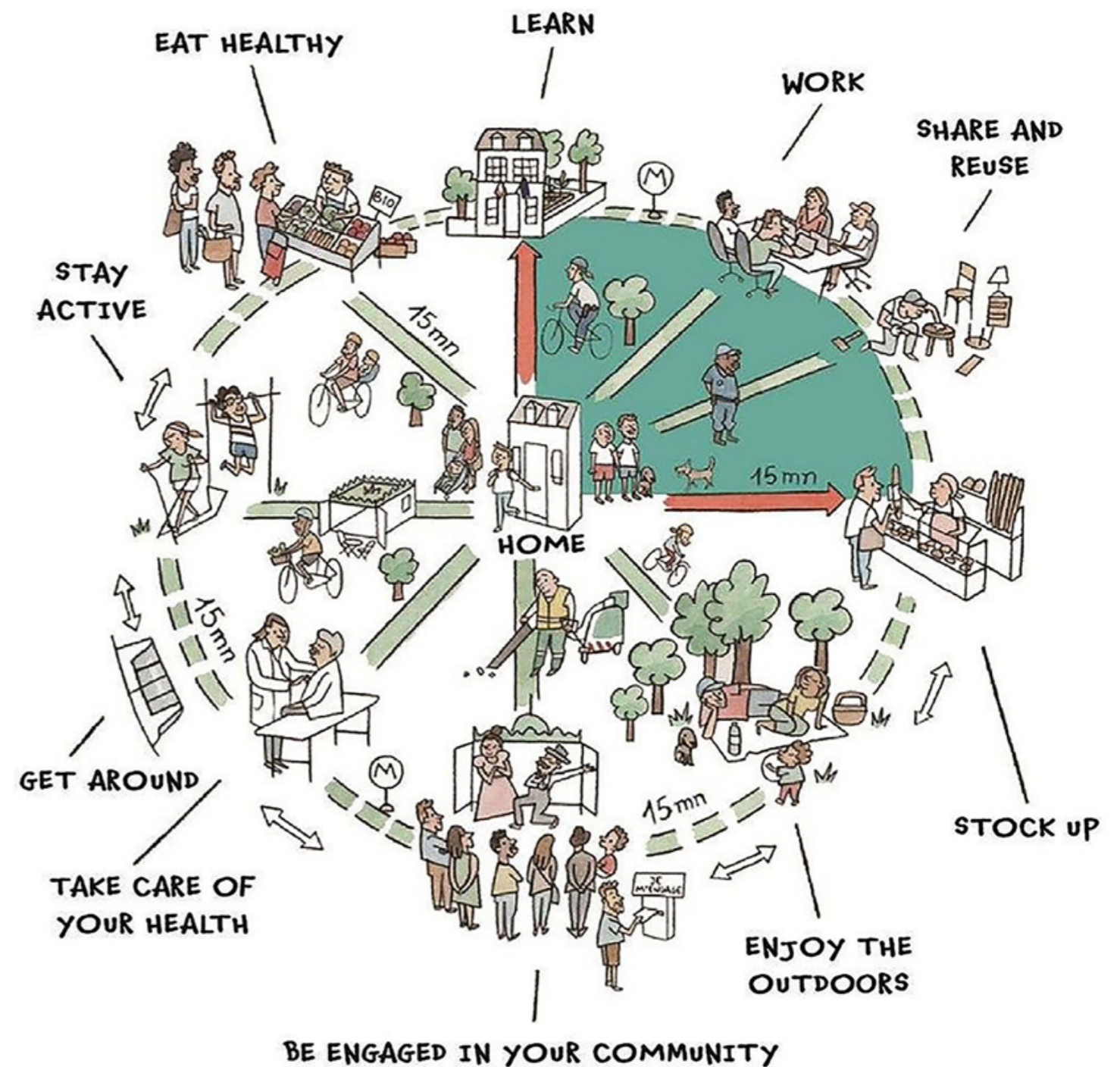


Figure 4.4 - Local living

Image © Micael

The home in 2020, with uses and services further away from home



The home in 2050, illustrating how uses and services may be located closer to home in the future



Figure 4.5 - Local living, closer to home (illustrating how uses and services may be located closer to home in the future)

## Airfield Masterplan Area

North Weald Airfield is subject to a separate Strategic Masterplan Framework, which can be viewed here <https://www.eppingforestdc.gov.uk/planning-and-building/planning-policy/north-weald-airfield-strategic-masterplan/>

The Airfield Masterplan includes the provision of 10ha of additional employment floorspace within Use Classes E(g) (Offices, Research and Development, Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) together with the protection and intensification of existing employment floorspace within the eastern part of the airfield, along with infrastructure improvements.

It seeks to “create a new, highly sustainable and modern employment area which respects the Airfield’s proud history, whilst realising its long-term future as a key employment location”.

As a major new employment hub for the village, in addition to its existing employment, leisure and recreation uses, it is hugely important that the North Weald Bassett SMF should link to it, and vice-versa.

Due to site constraints, ownerships, avoidance of extra vehicular traffic on rural roads (Church Lane) and a need to make the link as direct and short as possible to encourage its use, it is proposed that this link is pedestrian/cycle access only.

The delivery of the new link between the airfield masterplan area and this SMF should be comprehensively planned wherever possible so as to share the same environmental principles and continuity of design.

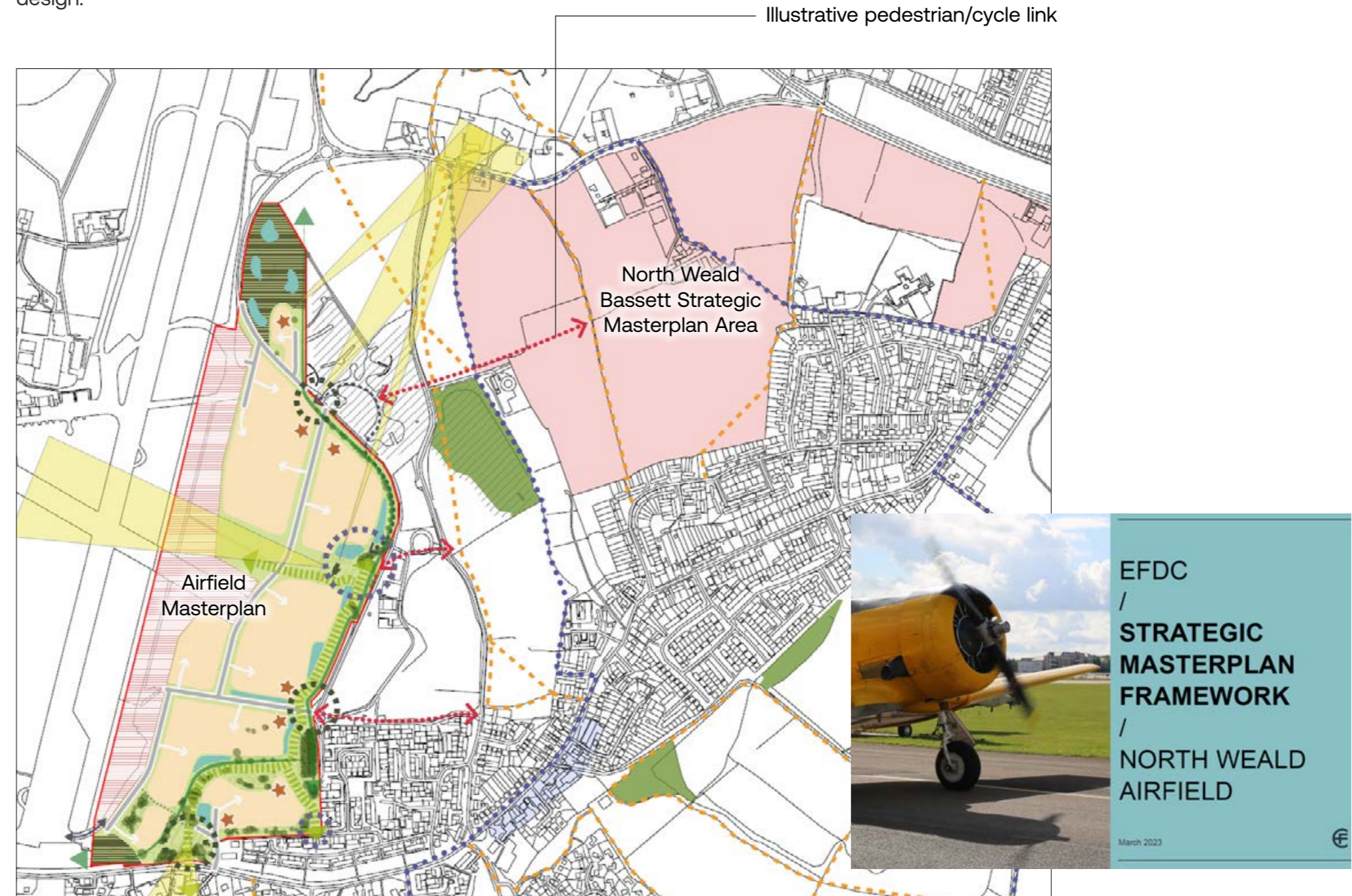


Figure 4.6 - Airfield Masterplan ©rps





Figure 4.7 - Illustrative aerial sketch of the Airfield Masterplan Area

### General themes for masterplan area

The SMF should meet the needs of the village (as highlighted in the NPSG consultation) and enable the ease of movement between existing and new community facilities and destinations, including the Airfield Masterplan - a major employment hub.

In addition to the airfield, the local availability of a range of facilities, being able to work from home, active lifestyles and a desire to connect with natural surroundings are becoming essential elements of modern living.

Following the NPSG questionnaire, the missing socio-infrastructure in the village was highlighted to be a Social Heart - a new place that would combine educational, sporting, health and social activities in one place. Through the SMF process, this has been identified as being best located at the Memorial Playing Fields. It is centrally located in the village and at the intersection of Public Rights of Way. It needs improvements which can be undertaken as part of the SMF.

The masterplan should allow people to walk and cycle to key destinations quickly, safely and easily, rather than making short car journeys.

Homes within the masterplan need to be adaptable to meet changing lifestyles and different stages of life. Inclusive local living must include homes of a wide mix, tenure and type, including affordable housing and accommodation for specialist needs.

# 5. Mandatory spatial principles

## 5.1 Introduction

To ensure that future development proposals accord with a wider coordinated vision in accordance with this Strategic Masterplan Framework (SMF), this chapter sets out key spatial elements which are shown in the form as Mandatory Spatial Principles to direct future development.

The Mandatory Spatial Principles on the following pages set out these key elements. These principles will need to be incorporated into any future development proposals as they establish the spatial concept and disposition of uses across the masterplan area.

The principles cover:

- Land use and spatial organisation
- Landscape character, green space and green and blue infrastructure
- Access and movement
- Residential density and storey heights.

Future planning applications will be accompanied by detailed assessments and technical work to set the parameters of the proposed development in accordance with these principles. Any departure from these principles will need to be properly justified and supported by evidence.

## 5.2 Land use and spatial organisation

1. Primary access – The primary vehicular access to the SMF will be focused on a reconfigured junction between the A414 and Vicarage Lane West. This will facilitate access to the majority of homes and community uses that will be constructed across the masterplan area and offers wider benefits in terms of connectivity, minimising traffic through North Weald Bassett village, facilitating public transport access to the masterplan area, creating safer pedestrian crossings over the A414 whilst maintaining its status as a strategic road corridor.

2. Location and arrangement of the local centre – The social heart of the development comprising community facilities (i), and retail and service space (ii), will be focused around a triangle formed of three points consisting of St Andrew's CoE Primary School (iii), the expansion of the Memorial Playing Fields westwards into site R3 (iv), and the new A414 access roundabout. New retail space will be situated adjacent the primary access as the only commercially viable location for retailers. Other community buildings are to be focused west of the existing Memorial Playing Fields and Queens Hall to create active use and animate this part of the village, increase natural surveillance and emphasise existing community assets as an expanded social core within the village. This area also forms one of the key open spaces within the masterplan area.

3. Primary school and early years site – 2.1 hectares of land with the SMF shall be reserved for a new primary school and / or early years education for pre-school children. The siting of this land has been carefully

considered to minimise the overlapping of school catchments with St Andrew's CoE Primary School and to maximise accessibility to the existing village and new homes by foot and cycle. The education site is also located adjacent a large area of informal open space which maximises opportunities for outside learning.

4. Gypsy and traveller site – Is positioned to allow for good access to the road network and minimise impacts on surrounding community spaces. The site will allow for 5 pitches in line with Local Plan Policy with the final configuration to be determined through future planning application. Two potential locations are shown on the plan opposite (i) and (ii) but only one site will be provided.

5. SANG / Informal open space – A large area of informal open space / SANG will be provided in the south-west corner of the masterplan area. This location integrates with the existing Local Nature Reserve and EFDC's wider ambitions to create a SANG on the green finger between this masterplan area and North Weald airfield and access to the wider countryside beyond North Weald. This area will also incorporate water features.

6. Linear Park and Bee Line – A green corridor is to be created parallel the existing gas easement to create a new linear park for the recreational benefit of residents and attract pollinators. This shall include the planting of species that are attractive to pollinators to link into the existing Bee Line north of the masterplan area. This linear park will blend into the area of SANG and include areas of informal and natural play on the way and provide part of a walkway to the local

centre.

7. Residential parcels - the location of the residential parcels is responsive to the site, its constraints and its context, and will provide a minimum 1050 new homes.

All development proposals must accord with the land use and spatial organisation mandatory spatial principles plan, as illustrated in figure 5.1.

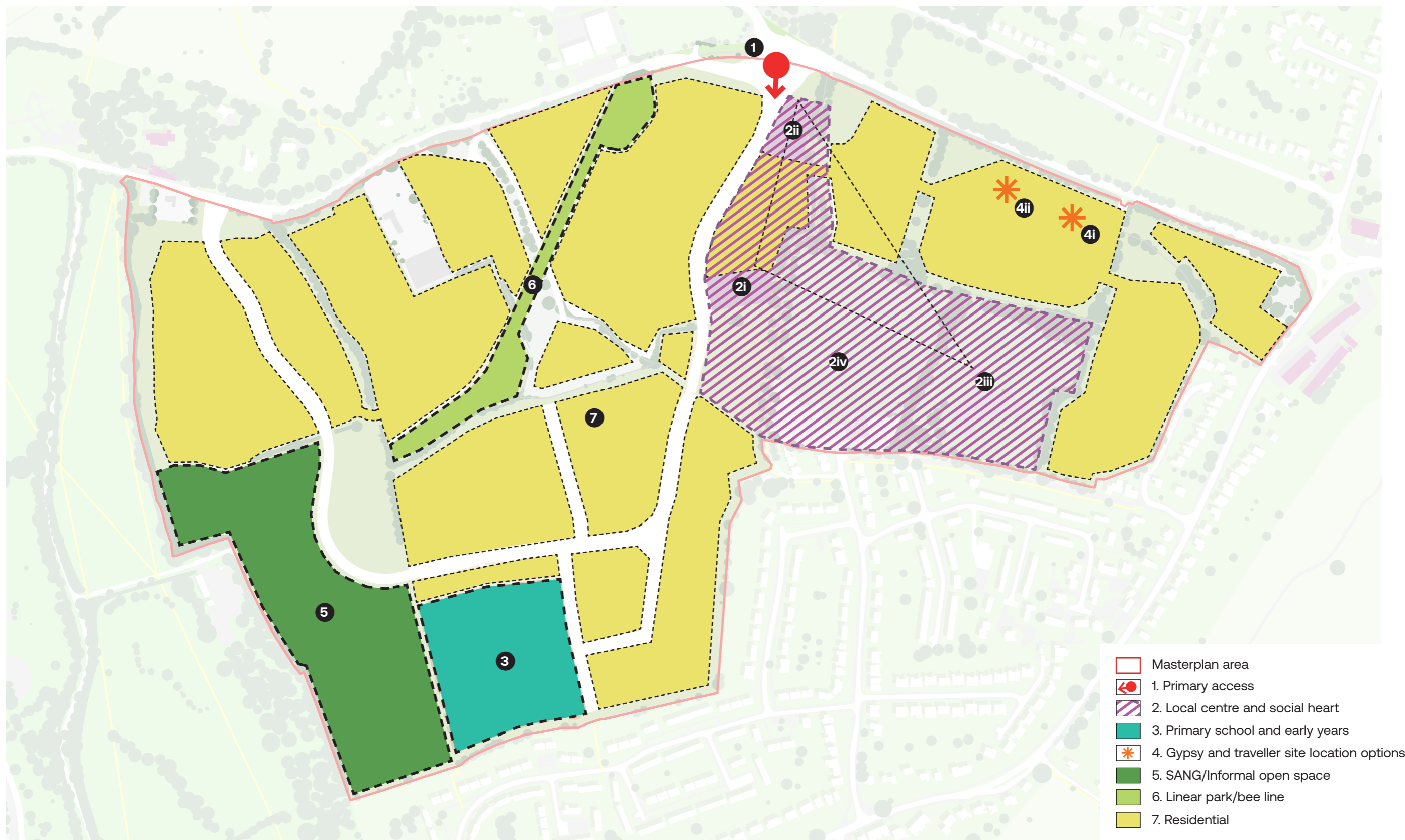


Figure 5.1 - Land use and spatial organisation mandatory principles plan (illustrative block layout)

## 5.3 Landscape character, green spaces and green and blue infrastructure

1. Strategic open spaces – Within this SMF there are two large areas of open space incorporating i) the Memorial Playing Fields and ii) Church Fields SANG.

i. Memorial Playing Fields – The land forming part of the Playing Fields has been gifted to the community and is to be the primary location for formal and informal sports use within the SMF. As part of this SMF, an expansion of these Playing Fields is planned to facilitate junior sports clubs use. New development is expected to front onto the Playing Fields.

ii. Village green – As part of this SMF, an expansion of the Memorial Playing Fields is planned as a new village green, with potential to facilitate junior sports clubs use. New development is expected to front onto this expansion.

iii. Church Fields SANG – Is to provide a large area of informal open space for the enjoyment of the community. This should include water features, formal and informal recreational walking routes and space for dogs to roam off leads.

2. Green Corridors – A series of green corridors are planned across the masterplan area and are to be car free routes (with the exception of parts of GC9). These primarily utilise existing landscape features and connect the two main open space areas and are to provide car free walking routes around the masterplan area. The more direct routes to local services are classified as destination routes for pedestrian and cyclists with the less direct routes forming part of recreational

walking for the pleasure of the community. Collectively these green corridors mean that every resident within the masterplan area lives within 150m of a major open space or green corridor. More generally these green corridors connect into a wider public right of way network of 20km around North Weald village and parish and provide access to the countryside. More detail relating to each Green Corridor is provided in chapter 7, p119.

3. Green buffer for privacy – along the site boundary with homes that are located on Oak Piece and Queens Road, the greenway width is extended to 10m to create a privacy buffer.

4. Trees and hedgerows – There are a number of mature trees and hedgerows across the masterplan area. These are to be positively incorporated into future development proposals. Hedgerows have traditionally defined field boundaries and a number of these are prominent landscape features. However, several of these hedgerows have declined such that they are classed as defunct and species poor. As part of this SMF these hedgerows should be maintained and improved and in places reinstated as part of the green corridor proposals for the biodiversity and habitat creation benefits they offer.

5. Water infrastructure – The masterplan area is bordered to the west by a river and the majority of the masterplan area is surrounded by traditional agricultural ditches. The provision of and management of surface water features should employ SuDs principles. These features should be

sensitively and creatively integrated into the landscape and utilise existing hydrology, topography and ecology networks. These should also be designed as positive features to support character and place-making.

6. Equipped play spaces – Play will be at the forefront of the public realm and green infrastructure strategy, incorporating informal and formal sports and recreation. These should be complemented by 'play-on-the-way' routes with playable landscape features and natural play features. One NEAP+LEAP (i), two LEAPs (ii) will be provided as well as a dedicated youth space for teenagers (iii).

7. Indicative informal play – in addition to the formal play provision, a series of smaller informal play uses will be provided along key pedestrian and cycle routes and nodal points. These could include LAPs, 'play-on-the-way' and natural play features.

8. Strategic views – There are three principle strategic views within the masterplan area. The first view is towards St Andrew's church (i) from the primary street which should be aligned to frame the church tower. The second strategic view is towards Tylers Farmhouse (ii), where future street and building form must create a framed view of this listed building. Additionally, there are glimpses of the listed airfield control tower (iii) which should be incorporated where possible. More generally there are locations to the north and west of the masterplan area where there are long views to the surrounding countryside and these should be retained to create a sense of openness and the big sky feeling these parts of the

site benefit from.

9. Sensitive lighting design – Development fringes, interfaces with natural habitats (new and existing spaces) and ecological corridors will need careful consideration to sensitive lighting design to preserve dark corridors, ecological habitat character and visual impact whilst balancing community safety.

All development proposals must accord with the landscape character, green spaces and green and blue infrastructure mandatory spatial principles plan, as illustrated in figure 5.2.

Other incidental open spaces will be detailed through future design codes and/or future planning applications. Future design code work should also define the linkages in character between open spaces.



Figure 5.2 - Landscape character, green spaces and green and blue infrastructure mandatory principles plan (illustrative block layout)

## 5.4 Access and movement

1. Vehicular access – The number of vehicular accesses to the masterplan area are to be kept to a minimum. The primary vehicular access will be focused on a reconfigured junction between the A414 and Vicarage Lane West (i). This will facilitate access to approximately 950-1,000 new homes and all community infrastructure within sites R1 and R3. A secondary access is to be provided from site R3 onto Vicarage Lane West (ii) to facilitate the provision of bus services. A vehicular link will connect site R1 and R3 (iii). Minor accesses are identified for the smaller development sites R2 (iv), R4 and R5 (v) utilising existing access locations where possible.

2. Spine road and bus access – A central spine road is to be provided within site R3 to provide bus access around the masterplan area. Bus stops in both directions (with shelters) are to be provided at no more than 400 metre intervals along the spine road to ensure that residents live within a 400 metre walking distance of bus stops to encourage public transport usage. This spine road is to have a carriageway width of 6.75m to accommodate bus services. The spine road corridor should consider the use of verges, swales and other vegetated corridors.

3. East-West corridor – A new east-west artery is to be facilitated within the masterplan area to provide pedestrian and cycle connectivity between The High Road and new employment floor space to be provided at the North Weald Airfield. This route should accommodate pedestrian and cycle usage.

4. Destination routes – A network of pedestrian and cycle routes is illustrated in

the access and movement spatial principles plan. These are intended to provide a network of walking and cycling routes providing direct access to community infrastructure to encourage sustainable modes of travel for local trips.

5. Recreational routes - a network of pedestrian routes providing and linking a range of recreational activities.

6. New school link - a direct link between the entrance to the new primary school and the social heart (includes part of the spine road).

7. Village interface linkages - consisting of pedestrian gateways connecting to the wider village, consisting of the airfield link (i), southern pedestrian gateway (ii), School Green Lane link (iii), St Andrews church (iv), Tylers Cross (v) A414 (vi), Blackhorse Lane (vii), Vicarage Lane West (viii) and Queens Road (ix).

8. St Andrew's CoE Primary School access – Existing pedestrian routes to St Andrew's CoE Primary School should be improved where possible (i). Additionally new pedestrian routes must be provided to the north of St Andrew's Primary School (ii) to encourage walking and cycling to the school and the community spaces it provides for new residents.

9. Access to new school – A car free pedestrian and cycle access to the east of the education site must be provided to encourage walking and cycling to school immediately to the front of this site.

All development proposals must accord with the access and movement mandatory spatial principles plan, as illustrated in figure 5.3.

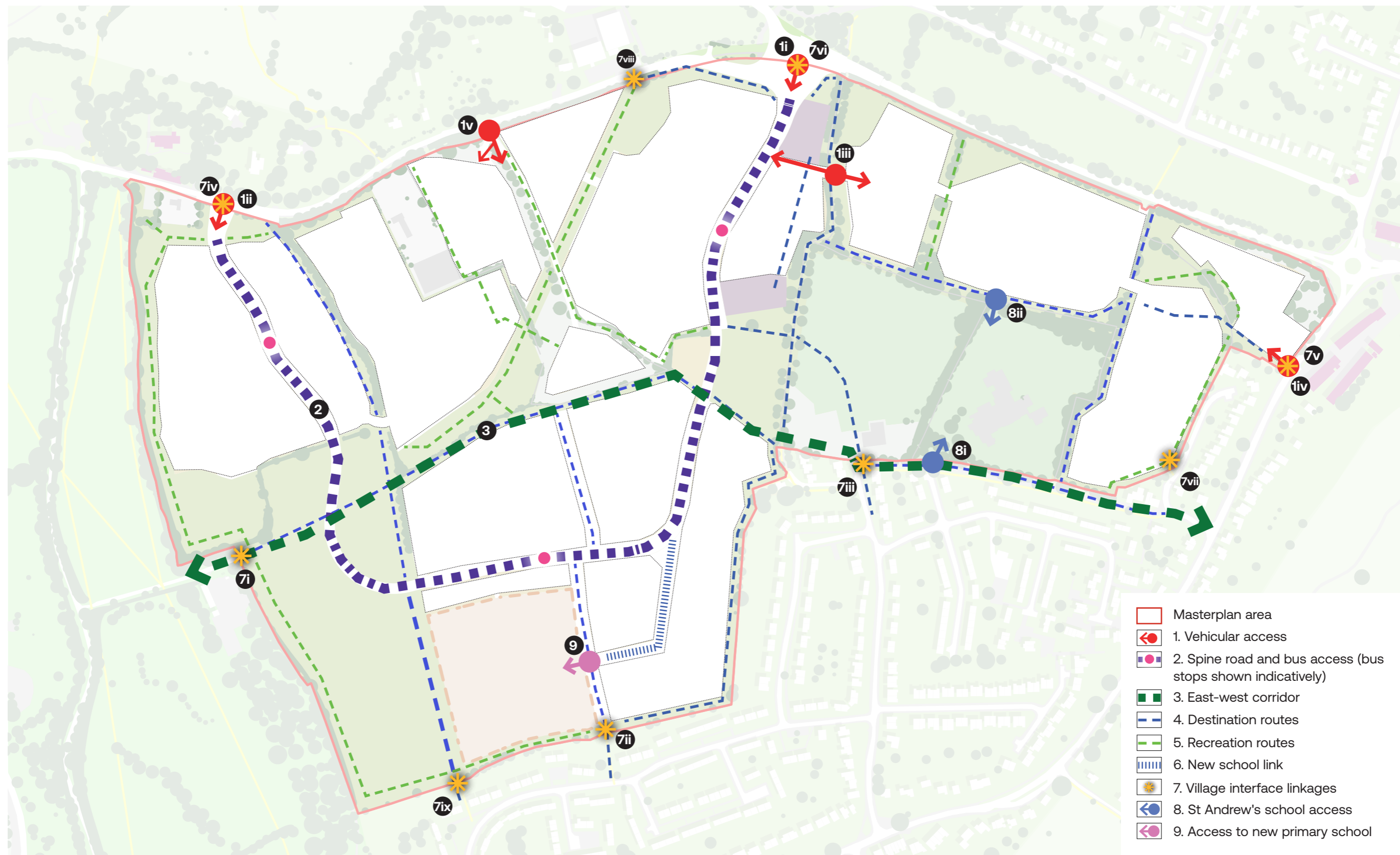


Figure 5.3 - Access and movement mandatory principles plan (illustrative block layout)

## 5.5 Residential density and building storey heights

1. Residential density – Residential development density has been graded such that higher residential densities are provided adjacent community and retail spaces to encourage their usage in accordance with sustainable development principles. Lower densities are utilised in locations where the site transitions into the wider countryside that surrounds North Weald village and to protect the setting of heritage assets.

All development proposals must accord with the mandatory spatial principles residential density plan, as illustrated in figure 5.4.



Figure 5.4 - Residential density mandatory principles plan (illustrative block layout)

- Masterplan area
- Higher density 40-55dph
- Medium density 35-45dph
- Lower density 25-35dph



2. Building storey heights – The prevailing character of North Weald village is made up of two-storey dwellings with limited three-storey or greater buildings. It is important to the local community that the expansion of the village maintains the village feel of North Weald Bassett. Additionally, parts of the masterplan area are surrounded by two storey homes. The storey height plan seeks to protect the residential amenities of these properties and the prevailing massing of homes in the village. However, areas of three storey residential building are promoted at key locations within the masterplan area and to facilitate in creating areas of higher density to help sustain community spaces in accordance with sustainable development principles.

All development proposals must accord with the mandatory spatial principles building heights plan, as illustrated in figure 5.5.

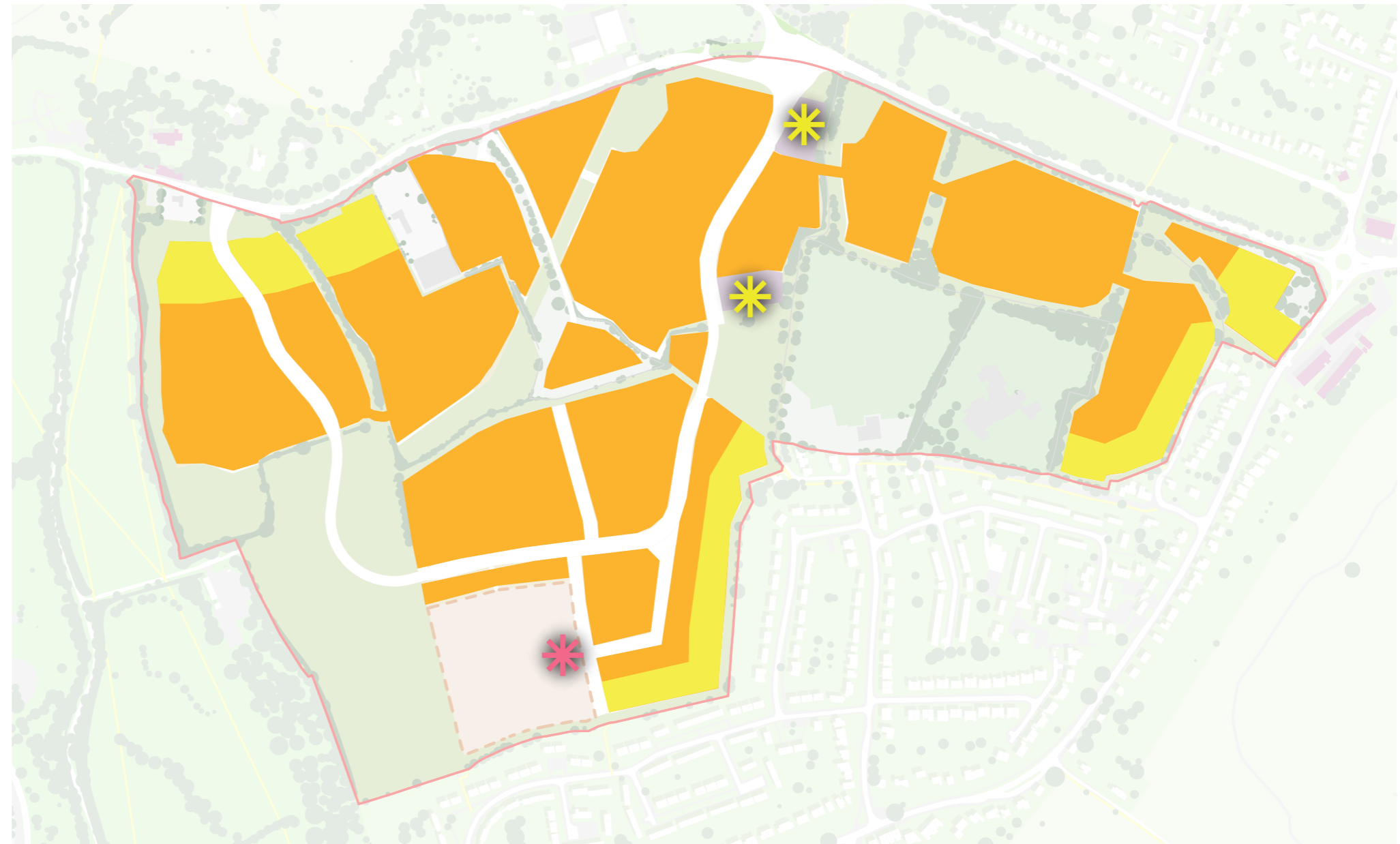


Figure 5.5 - Building storey heights mandatory principles plan (illustrative block layout)

- Masterplan area
- Residential up to 2 storeys
- Residential 2-2.5 storeys with 15-25% 3 storeys
- \* Local centre up to 2 storeys
- \* School buildings up to 2 storeys

## 6. Framework principles

### 6.1 Illustrative masterplan

The illustrative masterplan shown in figures 6.1 and 6.2 illustrates one way the SMF can achieve the delivery of the new homes and strategic infrastructure at North Weald Bassett as required by policy, and subject to further detailed design review.

As a landscape-led masterplan, the overwhelming existing framework of trees and hedgerows are retained with new planting provided to reinforce the existing landscape.

The SMF will deliver a minimum of 1,050 new homes, new education, community and sporting facilities and a new primary street with accesses into the site. A dedicated east-west pedestrian and cycle link will run through the centre of the SMF connecting from the eastern side of the village through to North Weald Airfield and local nature reserve in the west. Located along this key route and centrally located in the wider village, a new social hub will help to revitalise the existing recreation ground and Memorial Playing Fields into a social hub featuring sports, health, community and mobility facilities. The illustrative masterplan as shown opposite makes provision for a proportion of land within NWB.R3 to become a new school if required.

Further connection to the existing village is strengthened with a new greenway link and pedestrian gateway on the southern edge of the SMF area. New vehicular access points, including a roundabout on the A414 will enable buses to enter and leave SMF area without the need for a long diversion, and placing traffic away from the High Road through the existing village. New retail uses will be located alongside the A414 to ensure

an economically robust operation, and to avoid negatively affecting existing shops in the village.

Areas of landscape enhancement are provided throughout the SMF including the south western natural area of open space and SANG. This is adjacent to the wider proposed EFDC SANG, existing local nature reserve as well as the bee corridor which promotes pollinating species and runs along the gas main easement. These areas will provide opportunities for biodiversity net gain and wildlife habitat improvements.

A connected network of SuDS detention basins and swales have been indicated within the natural and semi-natural green amenity spaces, and along the primary street to allow for surface water run off as well as additional biodiversity enhancements.

Several routes through the SMF have been aligned to create framed vistas of local heritage assets including St Andrew's church and Tylers Farmhouse.

The proposal will be designed to be highly energy efficient and gas free, with a fabric first approach, photovoltaics and EV charging within each home.



Figure 6.1 - Illustrative concept sketch

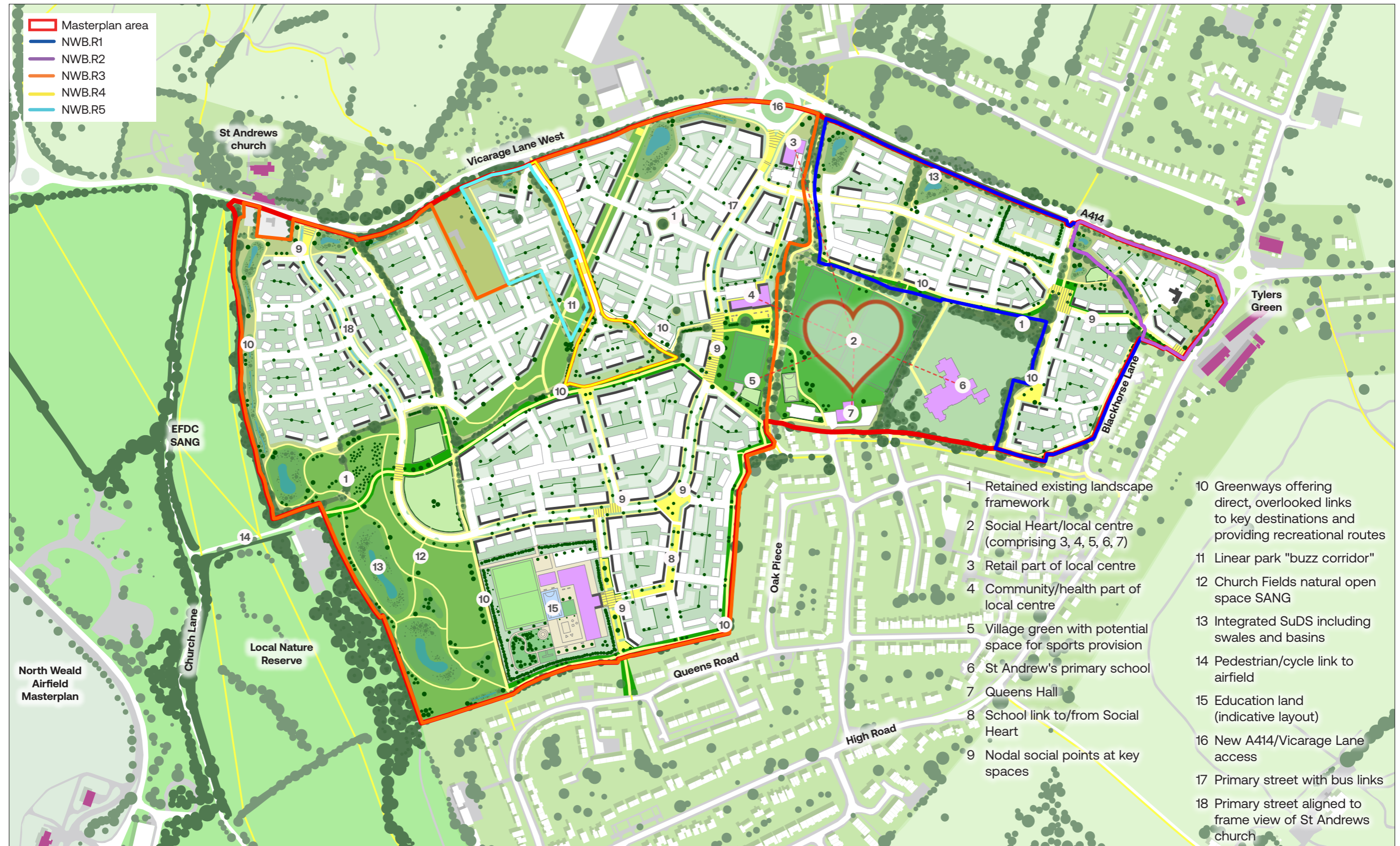


Figure 6.2 - Illustrative strategic masterplan

## 6.2 Masterplan framework

### Introduction

This chapter establishes the framework for the SMF following the mandatory spatial principles presented in chapter 5.

This series of layered frameworks will enable the vision for the SMF area to be realised, forming a skeleton for masterplanning, upon which the future masterplan proposals will expand and elaborate.

It is also important at this stage to incorporate flexibility into the SMF, as future planning applications will be delivered by a variety of land owners, developers and consultants, over a lengthy period of time, in a fast moving industry and in relation to market demand.

Future proposals should demonstrate how these spatial principles have been taken into consideration and informed their responsive design. These are further expended in the following text.

## 6.3 Framework layers

The next part of the SMF defines area-wide spatial guidance across a series of layers illustrated opposite in figure 6.3, which are expanded upon (and enlarged) in this chapter:

- Green and blue infrastructure (1) - highlighting the overarching landscape and drainage strategy with an indicative approach to open space, play and SuDS
- Access and movement (2) - identifying the key routes through the SMF, including an emphasis on sustainable and active travel, as well as retaining connections to the wider countryside
- Land use and community infrastructure (3) - overarching land use strategy identifying locations for new homes, the Social Heart and local centre and education uses
- Placemaking and wayfinding (4) - defining areas of distinct character and identity
- Density (5) - defining an appropriate residential density strategy
- Height and views (6) - illustrating the building heights and key views strategy.

These individual layers are then combined into the overall Framework Plan (7).



Figure 6.3 Framework plans (see following pages for larger versions)

## 6.4 Green and blue infrastructure

### Summary

The green and blue infrastructure framework is illustrated in figure 6.4, and described over the next few pages. As part of future planning applications, proposals should reference Natural England's Planning and Green Infrastructure and Design Guide and EFDC's G.I. Strategy.

An overarching concept of this SMF is to plan development so that it is landscaped and incorporates existing landscape features.

The existing network of hedgerows, copses of mature trees and several feature trees provides an established landscape structure. Alongside these features, there are formal PRoWs and also informal walking routes created by the local community. These features provide an established landscape structure and routeways that provide the basis of this SMF. A range of open space opportunities are then identified to incorporate the open space requirements above into a wider landscape structure across the SMF. The intention is to ensure that every new home within the SMF is no further than 150m away from an area of green space or greenway, and that the SMF incorporates two large areas of open space (Church Fields and the Social Heart) within the proposal.

The gentle sloping topography of the SMF area makes it ideal for the use of Sustainable urban Drainage Systems (SuDS), and the overarching aim of the drainage strategy is, at times of high rainfall, to store rainwater within onsite attenuation features, restricting the rate water discharges into the Cripsey Brook tributaries.

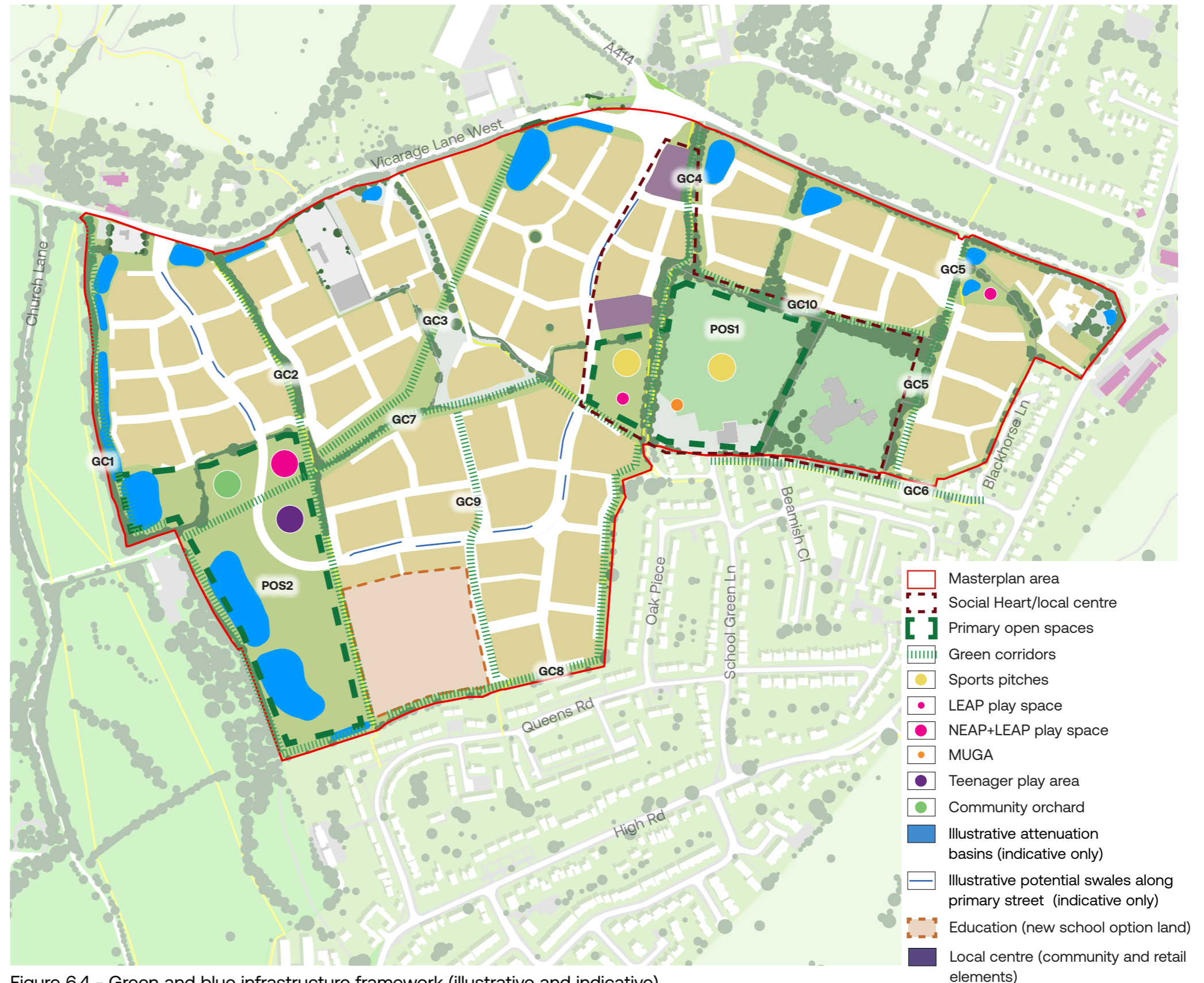


Figure 6.4 - Green and blue infrastructure framework (illustrative and indicative)

There have historically been flooding and drainage problems in North Weald, therefore the proposal should demonstrate how it manages surface water, creates attractive SuDS features that become ecological assets, and takes into account climate change.

Future detailed design applications should reference The SuDS Manual (2015). For further information see p108 for sustainable drainage information.



Proposals should demonstrate how they have responded to the existing landscape context of the site, including topography and existing site vegetation (including mature trees and hedgerows). These are to be retained where possible to support the landscape-led approach to the SMF. Figure 6.4 identifies the primary areas of open space, green corridors and play areas for the SMF.

The primary open spaces will form focal and social spaces within the SMF providing a variety of community facilities. The green corridors will facilitate pedestrian movement and where appropriate cycle access around the SMF area and integrate the land into the wider village (ensuring the links to key destinations in the village are met by pedestrian and cycle routes, to encourage their use over short car journeys). The primary open spaces and green corridors also ensure that every new resident lives within 150 metres from either a major open space or a green corridor. Further details on the principle open spaces and greenways

are within character area guidance in chapter 7 (p114).

The green and blue infrastructure framework plan illustrates approximately 17.8ha of open space, including existing trees and hedgerows and the Memorial Playing Fields, primary areas of open space, greenways, proposed play areas and attenuation basins. This broadly calculates as 34% of the SMF area.

### Open space requirements

The Epping Forest District Council (EFDC) Open Space Strategy was prepared in 2017 and provides a guide across the District on the amount of open space to be provided in new development. The application of this Open Space Strategy for the five residential allocation sites at North Weald Bassett results in this SMF having to plan for the provision of 11 hectares of open space (approximately 25% of the total area of the five residential development sites) as per figure 6.5.

Type of open space	Standard (ha / 1,000 population)	Minimum area required (ha)
Amenity green space	0.6	1.5
Parks and gardens	0.8	1.99
Natural/semi-natural green space	1.8	4.49
Playing pitches	1.2	2.99*
Other outdoor sports	0.4	1
Equipped play	0.25	0.62
Other inc MUGA and skate	0.3	0.75
<b>TOTAL</b>	<b>5.35</b>	<b>11.09</b>

Figure 6.5 - Open space requirement.  
\*The SMF is meeting the locally identified need for junior and mini pitches as set out in the EFDC Playing Pitch Strategy.

Additionally, EFDC's Green and Blue Infrastructure Strategy seeks to avoid the creation of "single function" open spaces and instead proposes that open spaces are multifunctional. With careful design and management, these spaces could perform multiple functions such as play, biodiversity, climate resilience, drainage and health and wellbeing. Further detail on the character of the development's open spaces is provided in chapter 7 (p114).

### Play provision

It is proposed that the focus for formalised children's play spaces, inclusive of play equipment, should be the two primary open spaces (Social Heart and Church Fields). In this way, dedicated children's play space can be located within easy walking distance of all future residents living within the SMF area (approximately 500m at the furthest) and also be accessible to existing residents.

The strategy of two primary equipped areas of play will enable a wider range of equipment to be provided for children to explore, interact and encourage greater usage. The alternative would be to provide multiple smaller facilities. However, this would dilute equipment over a wider area and provide less opportunity for children to interact.

The Memorial Playing Fields already provides children's play equipment. It is proposed that the playing fields become a Social Heart of the SMF. The new development would provide funding for the upgrading and expanding this play equipment, forming a LEAP and a MUGA (Multi-Use Games Area). The Memorial Playing Fields would be complemented by new play facilities at the proposed Church Fields Open space to take the form of an equipped area of play suitable for infants, juniors and older children to include both a Neighbourhood Equipped Area of Play (NEAP) and Local Equipped Area

of Play (LEAP). This area will also include facilities for youth play.

Opportunities should be sought at detailed design stage to provide smaller play opportunities or Local Areas for Play (LAPs) including play on the way in the greenways and open spaces of the SMF.

### Sports pitches

Fields In Trust standards recommend the provision of 2.07ha of Sport Pitches within the SMF area. This translates to 1 Junior and 1 Mini pitch. However, in light of the requirements of the Playing Pitch Strategy, and following discussions with the council, the SMF proposes more locally appropriate provision.

The Memorial Playing Field currently provides a senior size pitch suitable for football and incorporates a cricket wicket. As part of the SMF, it is proposed that funding from the development be provided to upgrade these facilities to encourage their usage. This will be complimented within the SMF area with a new U9/10 pitch, providing sporting opportunities for younger children and smaller sports clubs, which the village currently lacks.

Consideration should be given to how and where sports clubs and groups would park when using these sporting facilities at detailed design stage.

### Suitable Alternative Natural Greenspace (SANG)

A 6.2km radius of influence from Epping Forest has indicated that the western edge of the SMF area will be required to provide land for a potential SANG.

This results in two questions for the SMF:

1. Where to best place any SANG land?

## 2. What quantum of SANG land will be required?

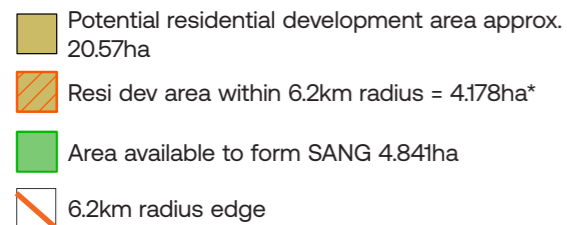
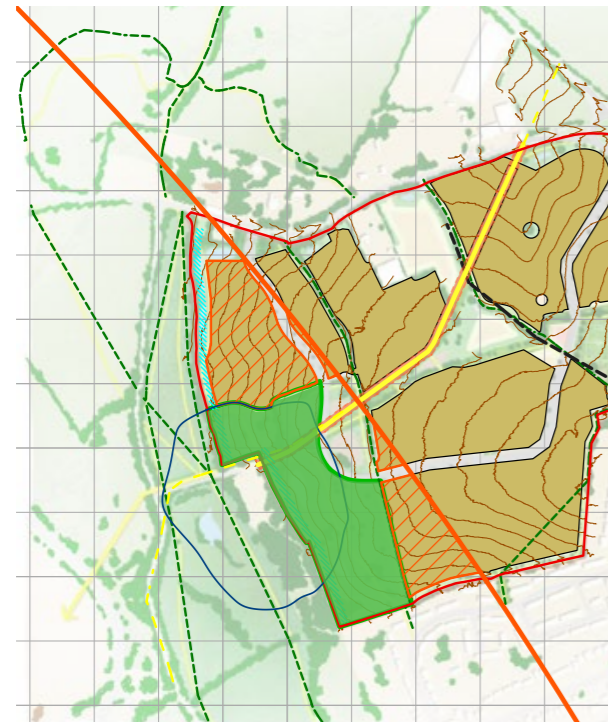


Figure 6.6 - Potential SANG area within SMF

Church Fields has been identified as the most suitable location for SANG land. A large portion of Church Fields is therefore proposed to be SANG, helping alleviate pressure on Epping Forest, providing natural and semi-natural green space for new and existing residents. To provide a naturalistic environment, mostly catering to dog walkers, the SANG land would have an informal character comprising species rich grassland, gravel paths, scrub and tree planting. In addition, landscape features that compliment SANG use have been incorporated into the

design such as SuDS basins and a traditional orchard, both elements were designed to suit the naturalistic character. The proposals will also comprise seating areas and some parking for visitors. The southern most basin will entail a shallow area of water, suitable for dogs to bathe in, to further attract dog owners to the area and away from Epping Forest. Opportunities should be sought to include provision of natural play areas incorporated within the SANG.

Being in a location that opens up onto the extensive open space and a 20km Public Right of Way network that surrounds the village, which includes formal public rights of way and further informal routes, makes the area well suited to providing natural and semi-natural green space for the enjoyment of residents.

As for quantum, using the standard of 8 hectares per 1,000 population, 2.8-3.9ha of SANG would be required at NWB, depending on the residential density used (36-50dph). As illustrated in figure 6.6 there is around 4.8ha of land available to form a SANG within the SMF this confirms that the site can easily accommodate the required SANG for residential development within the 6.2km Zone of Influence.

As part of the proposed SANG, where appropriate, any landscaping seed mix should include seed from local provenance to ensure that the area continues to support a high biodiversity.

It is up to the applicants to set out the further detail of the SANG at planning application stage. A management and maintenance plan for the SANG should be secured by legal agreement at planning application stage. The detailed design for the SANG brought forward in a planning application should be fit for purpose and

enable suitable lengths of walking route to be provided.

### Biodiversity enhancement and net gain

The SMF area will provide a significant local recreational resource, helping to protect Epping Forest. The majority of trees and hedges are to be retained and there are opportunities to restore historic hedgerows with new native species planting reinforcing the green corridors across the area. The pond within the SMF area will benefit from restoration. Under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021), developers are required to deliver a 10% Biodiversity Net Gain.

### Drainage introduction

As referenced in chapter 3, there have historically been flooding and drainage problems in North Weald. A fundamental design objective of the SMF is to:

- a) Reduce surface water from the SMF area into the surrounding water courses at times of high rainfall.
- b) To control and manage water flows during heavy rainfalls by storing and holding water within the SMF area, taking into account climate change.
- c) Create attractive dry/wetland drainage basins that will become an ecological asset.

Surface water management strategies are a requirement for each developer.

### Existing drainage arrangements

The SMF area covers approximately 51 hectares (126 acres) and is predominantly arable farmland and playing fields, interspersed with small clusters of built development and hardstanding notably at sites R2, R4 and R5.

Surface water from the SMF area currently drains into the Cripsey Brook to the north of the A414. The topography of the land means that surface water naturally outfalls into two tributaries of the Cripsey Brook as follows:

1. The majority of the SMF area drains westerly towards the river adjacent to site R3, which in turn flows in a northerly direction until it meets Cripsey Brook.
2. The north-eastern part of the SMF area and A414 drains northwards and utilises a series of smaller tributaries which outfall into the Cripsey Brook.

### Overview of proposed drainage strategy

The drainage strategy should follow the requirements set out in Section G of the Environment Agency's "Approach to Groundwater Protection" and in accordance with Essex County Councils SuDS Design Guide, where appropriate.

The gently sloping topography of the SMF area makes it ideal for the use of Sustainable urban Drainage Systems (SuDS).

The overarching aim of the drainage strategy is, at times of high rainfall, to store rainwater within onsite attenuation features within the SMF area and restrict the rate that water discharges into the Cripsey Brook tributaries.

In accordance with Essex County Council and Epping Forest District Council's

standards, the rate that water drains from the SMF area will be restricted to no greater than the existing run-off rate for a typical rainfall event in any year during all storm events up to and including heavy rainfalls with a 1% probability of occurring in any year with a 40% allowance for climate change.

To achieve this a number of drainage methodologies are proposed to manage and control water flows across the site for discharge into the Cripsey Brook tributaries. These can broadly be split into two categories:

1. Strategic storage features – specifically designed to manage rainwater run-off from the site by controlling discharge rates and storing water. These attenuation features can be either dry (basins) the majority of the time or designed to have a low water level in them (ponds). To physically restrict the outfall from these storage ponds, a flow control device will be installed. Consideration should be given to water re-use where possible and where appropriate.

2. Other drainage features – designed to manage water flows entering the strategic storage basins. This could include swales, filter strips, permeable paving and more traditional piped systems.

Figure 6.4 shows the illustrative location of the strategic storage features, taking account of the existing topography. These storage features shown are indicative only and subject to each developer's/land owner's future applications.

The storage features provide an opportunity to create localised amenity spaces associated with these features and for several of these to be focal points such as pocket parks or local greens. These spaces also provide an opportunity to create ecological habitat and enhance the visual

appearance of new development.

The drainage strategy should create landscape character and opportunities for BNG, placemaking and education

The final location, design, specification and form of these spaces will be detailed through future planning applications of the five development sites.

## 6.5 Access and movement

### Summary

The access and movement framework is illustrated in figure 6.8, and described over the next few pages. Proposals must identify how active travel and sustainable patterns of movement will be achieved across the site. The SMF must help retain existing connections to the wider countryside and improve active travel links through the village.

A network of destination and recreation routes will be established, connecting key hubs across the village and to the wider countryside. An east-west pedestrian and cycle connection will be established within the site, connecting from the High Road through to the North Weald Airfield Masterplan, crossing through the Social Heart of the SMF.

North-south links through the SMF to the existing village will be achieved through a pedestrian/cycle gateway off Queen's Road, providing active travel access to the existing village centre. In addition, these north/south links through the development help provide the missing connections/alternative routes between Bridleways 19 and 34 to the north and Bridleways 85 and 87 to the south.

A new roundabout on the junction of the A414 and Vicarage Lane West will enable public transport to enter and leave the site. The bus route will loop through the site to

Vicarage Lane West, serving the Social Heart (including the local centre, Memorial Playing Fields and St Andrew's primary school), and the SANG natural open space on the western side of the SMF. Opportunities existing for buses to leave the A414 in advance of the roundabout in order to serve the eastern half of the development providing for greater bus penetration into the heart of the residential before continuing the loop described above.

This primary vehicular access at the junction of the A414 and Vicarage Lane West will place the majority of traffic generated on the strategic network (rather than the High Road), and enable a reduction in vehicular speed along a section of the A414, improving pedestrian crossings of the A414.

### Pedestrian and cycle strategy

The Green and Blue Framework identified a strategic green network radiating through the site incorporating key strategic pedestrian and cycle corridors through the SMF.

The intention is to connect destination hubs throughout the village, using the SMF to improve or provide missing links, whilst retaining much used connections to the wider countryside.

This will help promote active travel within the village and help strengthen the concept of local living and the 15 minute neighbourhood. Primary routes would provide direct walking and cycling routes to key destination hubs and local services around North Weald Bassett, together with a range of recreational routes and improvements to the existing pedestrian and cycle network. In addition, lower hierarchy, more informal pedestrian routes will connect into the edges of the built form and street layout at key connections to ensure good connectivity

into this wider network.

### Proposed modified and stopped-up footpaths

As part of the creation of these green corridors it is proposed to make the following changes to the existing Public Rights of Ways (figure 6.7):

- 1) Re-align footpath 40 to run around the edge of site R3 to reflect current walking routes and enable the creation of a green corridor adjacent existing residential properties.
- 2) Re-align footpath 93 to create a direct walking route to St Andrew's Primary School, and to discourage crossing of A414 here.
- 3) Stop up part of footpath 37 to avoid duplication of formal route with adjacent byway and give greater visual prominence to the proposed social heart.

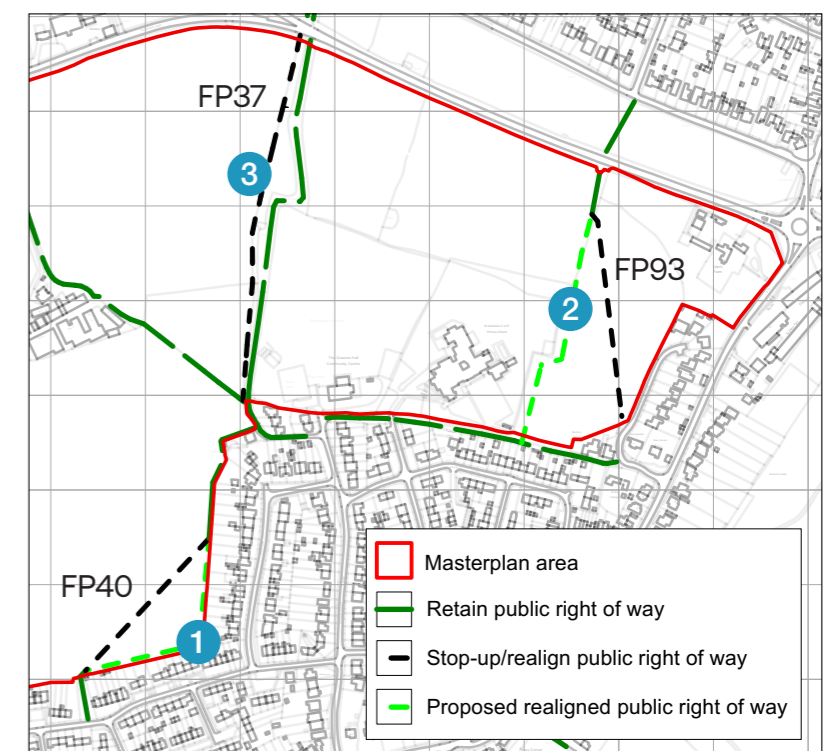


Figure 6.7 - Proposed modified and stopped-up footpaths



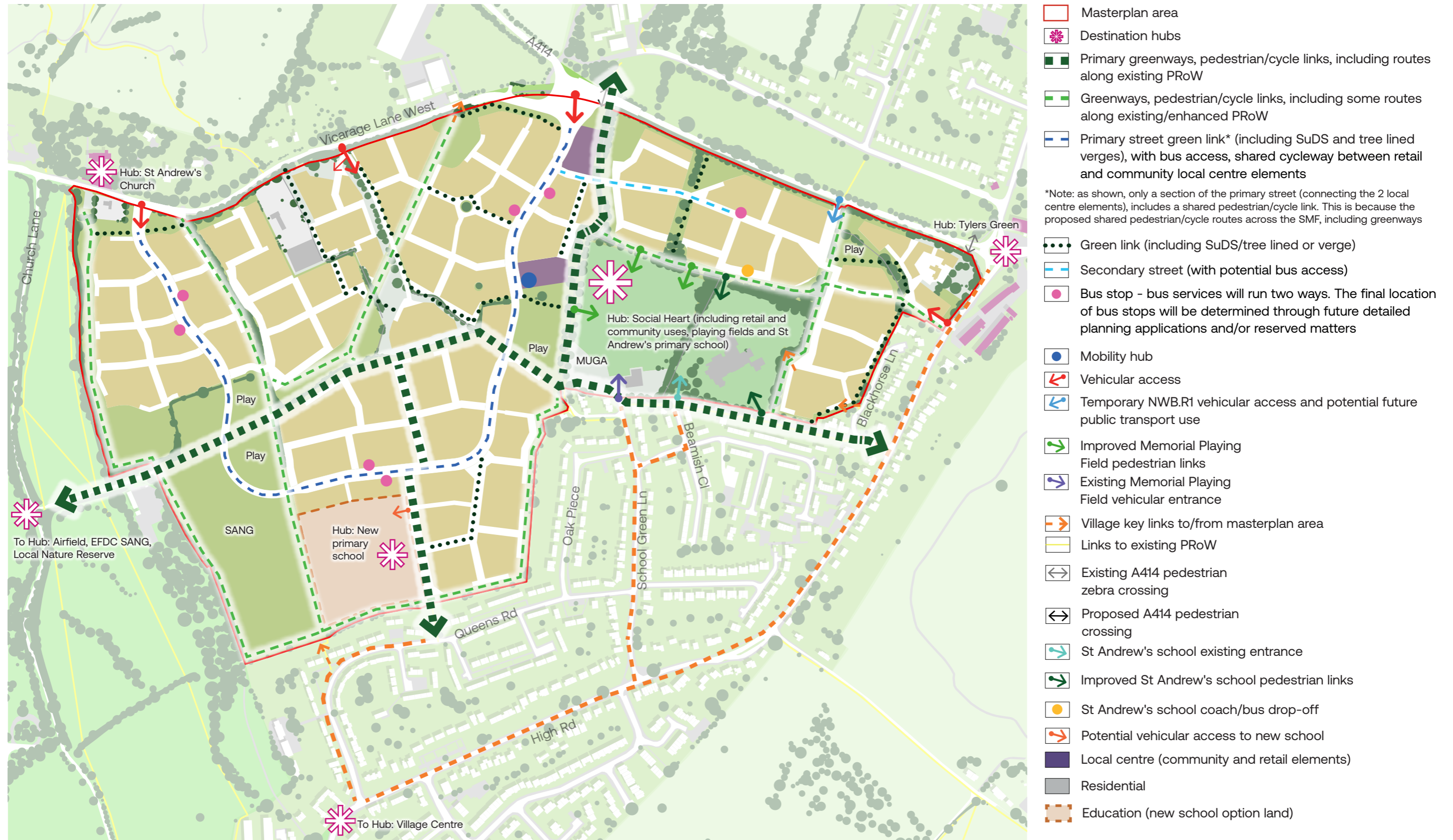


Figure 6.8 - Access and movement framework (illustrative and indicative)

## Key destination routes

Figure 6.9 illustrates the SMF proposal alongside both the North Weald Airfield Strategic Masterplan and the wider village setting of North Weald Bassett.

The key destinations indicated are listed below, with icons to illustrate modes of travel (including active travel). Please refer to the access and movement framework plan which distinguishes where cycle access is provided through shared footpath/cycleways.

Proposed routes as part of the SMF should be well-overlooked and feature clear wayfinding/signage elements. The use of public squares and safe crossing points over roads will help promote active travel users over motor vehicles. For further information on the proposed greenways through the SMF please refer to the landscape character information in chapter 7.

- 1 Existing village centre (shops and facilities located on The High Road)
- 2 Enhanced Social Heart for the village (including the local centre comprising of St Andrew's primary school, Memorial Playing Fields, new health, community and retail elements)
- 3 New primary school within NWB.R3 land
- 4 Church Fields natural open space, play and SANG area (with links to wider SANG and local nature reserve)
- 5 North Weald Airfield (both its aviation and enhanced employment uses)
- 6 Tylers Green (including retail, pub and employment)
- 7 St Andrew's church and North Weald Bassett cemetery

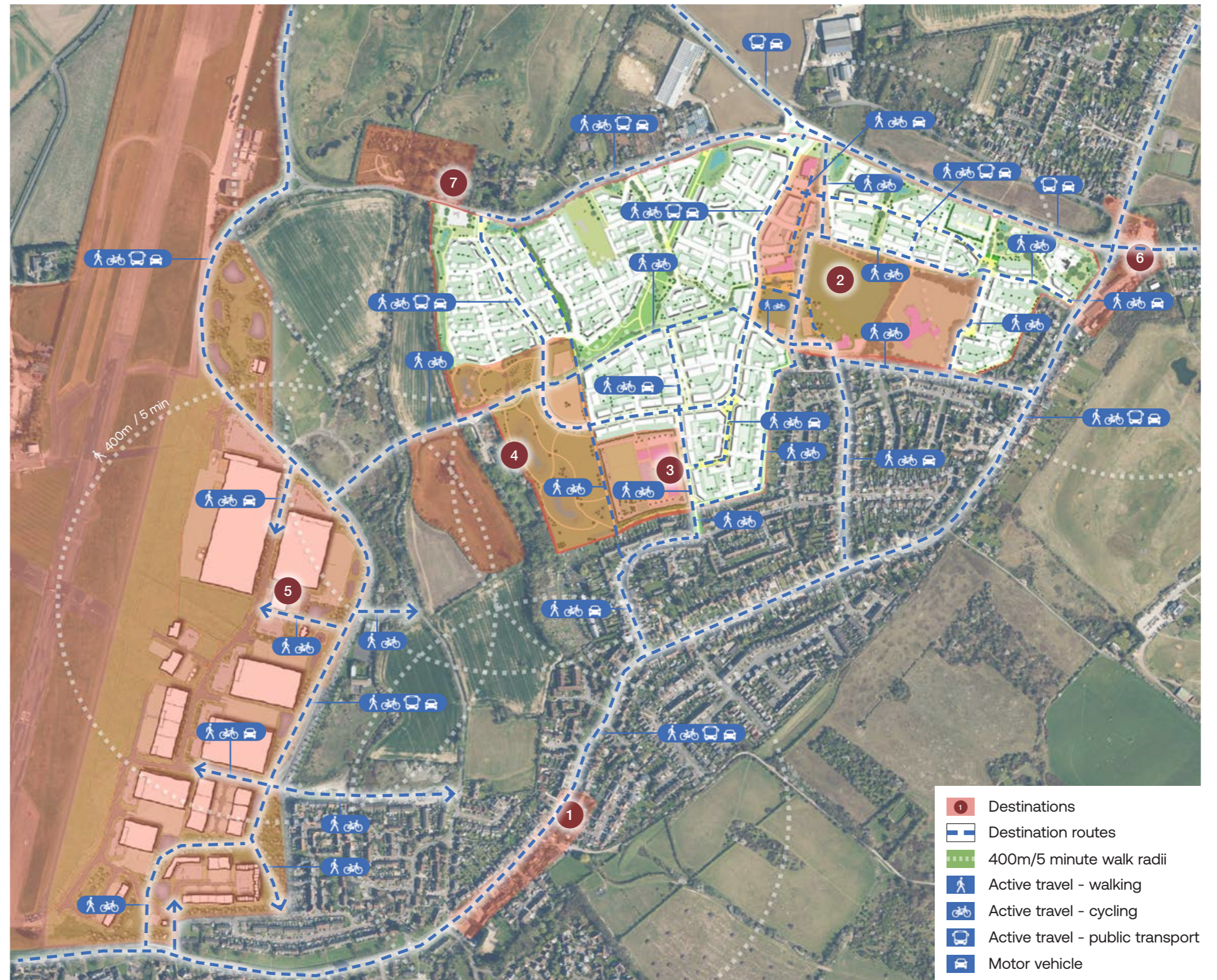


Figure 6.9 - Key destination routes

## Recreational routes

In addition to the more direct active travel routes that connect the key destinations in the village, the SMF should include well-connected recreational routes (figure 6.10).

Recreational routes are active travel focused, for pedestrians and cyclists. They vary in width but include 3.5m wide shared cycleway/footpaths and 2m wide footpaths. Please refer to the access and movement framework plan for further information.

These routes include proposed greenways and existing public rights of way. Potential users of these routes could include walkers, dog-walkers, joggers or anyone wanting to take an alternative, attractive and overlooked route through the SMF.

The illustrative recreational routes do not include the full extent of potential routes through existing and proposed street form.

Recreational routes could include features such as 'play on the way', trim trail or outdoor gym equipment, public art (potentially referencing the history of North Weald Bassett) or paving distance details to enable distance to be judged for runners.

For further information on the proposed greenways through the SMF please refer to the landscape character information in chapter 7.



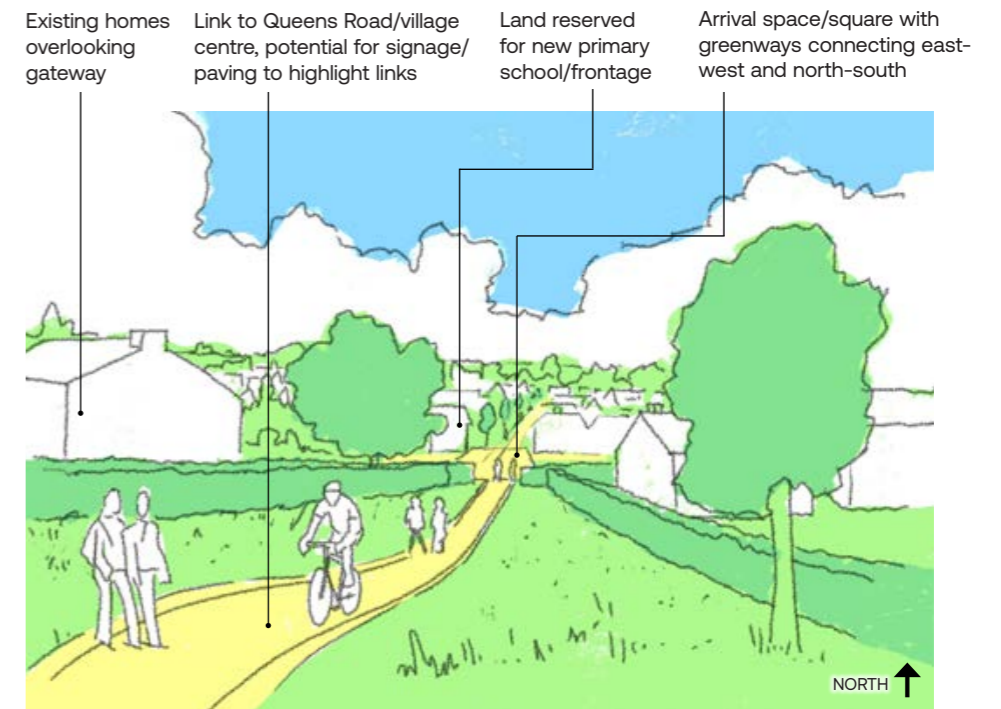
Figure 6.10 - Recreational routes

## Pedestrian/cycle integration with the existing village

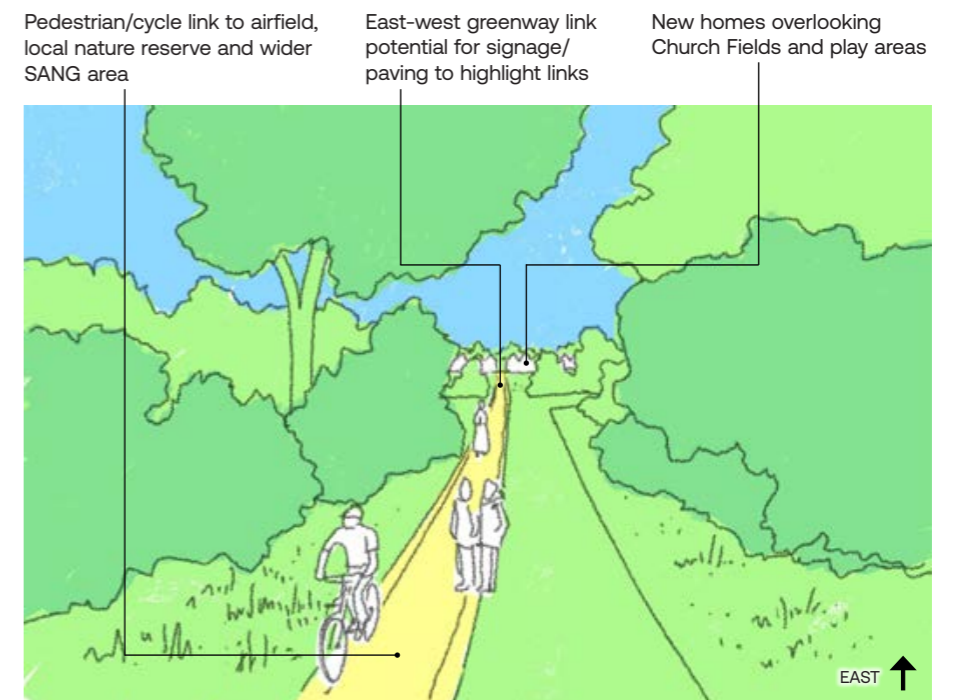
A key component of the SMF is that the proposal integrates with the existing village, providing clear and safe pedestrian routes to connect destinations across the village, both existing and proposed (figure 6.11).

There are multiple points of pedestrian connectivity and gateways which link into the internal greenway network (referenced as GC1-10, see page 119), including new accesses and retained PRow links. Refer to the access and movement framework plan for distinctions between shared cycle/footpaths.

	Link	Destination	Distance/time	🚶 🚲 🚗 🚌
1	Southern pedestrian / cycle gateway	High Road	400m / 5 minute walk	○ ○
2	Pedestrian / cycle link to airfield	Airfield	400m / 5 minute walk	○ ○
3	School green lane	High Road	400m / 5 minute walk	○ ○ ○
4	Byway along southern edge of Social Heart	High Road	400m / 5 minute walk	○ ○
5	High Road link to masterplan	High Road	Immediate	○ ○ ○
6	New A414 pedestrian crossing	Northern part of village	Immediate	○ ○
7	Vicarage Lane W. link to St Andrew's church	Church, PRow north	Immediate	○ ○ ○ ○



1. Southern pedestrian/cycle gateway, linking to Queens Road and High Road/existing village centre, with existing and proposed homes overlooking

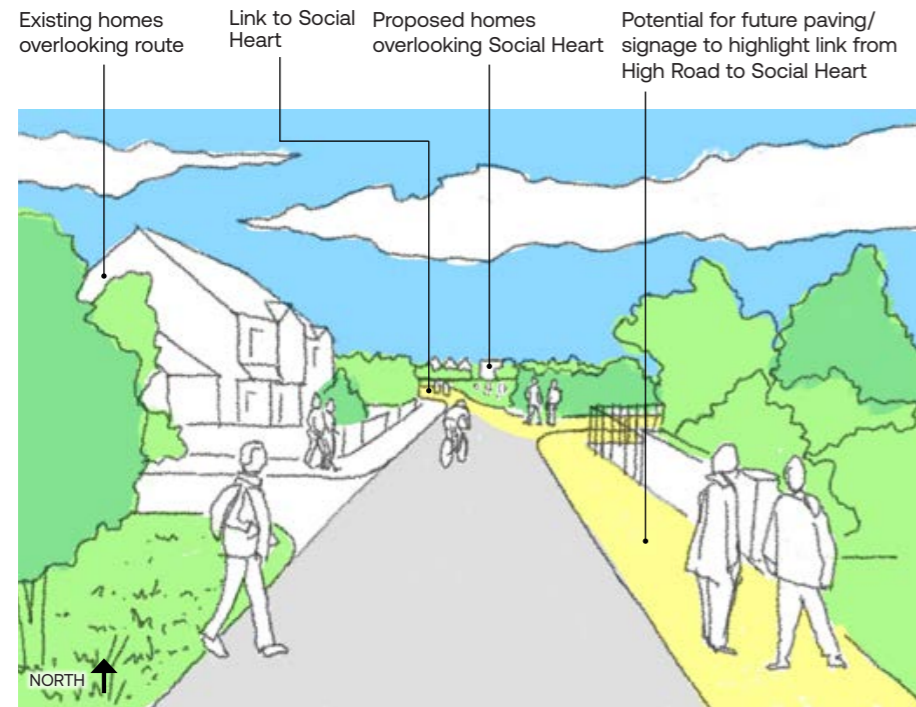


2. Pedestrian/cycle link to airfield, local nature reserve and wider SANG area

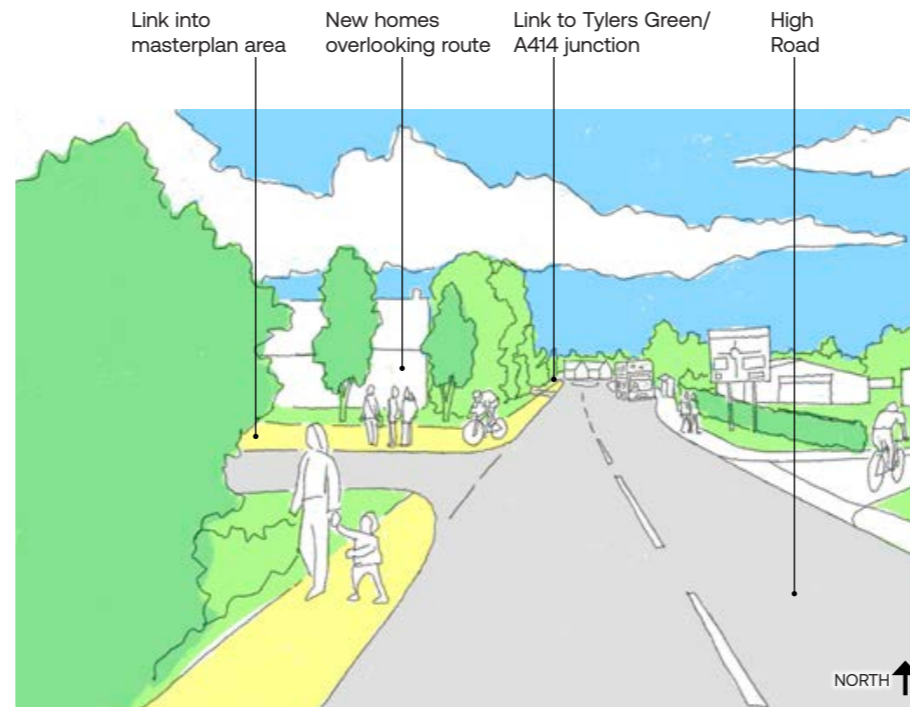


Figure 6.11 - Pedestrian/cycle integration with existing village

Figure 6.12 - Sketches of key integration links



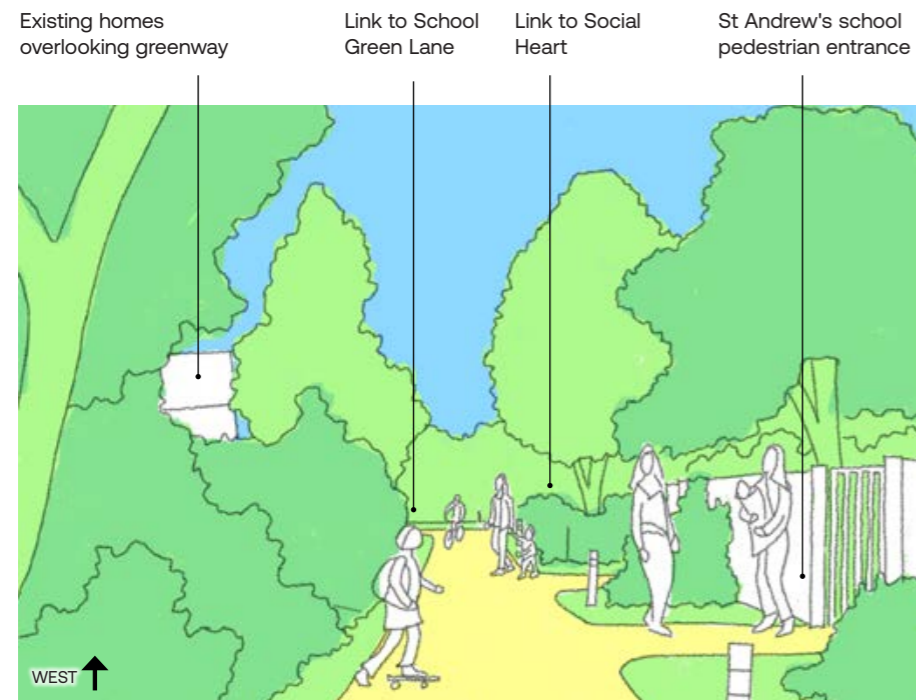
3. School Green Lane - connecting the High Road to Social Heart and St Andrew's school, important pedestrian/cycle link



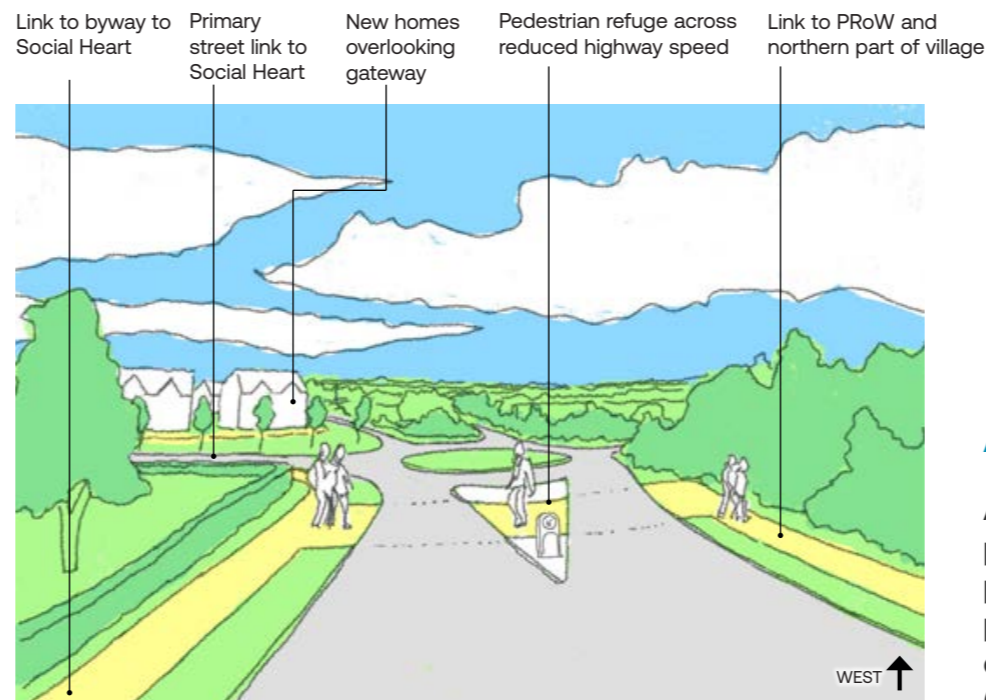
5. High Road link into masterplan area (connecting to NWB. R2)



7. Vicarage Lane West link to St Andrew's church and wider PRoW



4. Byway along southern edge of Social Heart and St Andrew's school



6. New A414 pedestrian crossing - with reduced highway speed limit

### Additional points of pedestrian connection

As per the access and movement mandatory spatial principles plan (figure 5.3, p71), in addition to these 7 links, pedestrian connections should be retained from the existing points of PRoW at Queens Road and Blackhorse Lane and connecting Vicarage Lane West to the linear park/bee line (from green corridor 3).

## Byway motor vehicular use

Byways 78 and 83 run along the southern edge of the Memorial Playing Fields and St Andrews primary school, and are used by motor vehicles. It is recommended that these byways are subject to restrictions on motor vehicle use to encourage pedestrian and cycle use as part of the active travel strategy for the SMF area.

Although any restrictions to use will need to be agreed/carried out by ECC, it is suggested that motor vehicle use is restricted, with the exception of properties that require access from the byway. Figure 6.13 below illustrates the areas where the byway should remain unrestricted to motor vehicle use.

## Proposed cycle routes

The proposed shared cycle routes are illustrated in figure 6.8 and include:

- East to west links across the SMF, connecting from the Airfield Masterplan to the High Road
- The byway from the northern edge of the site connecting from the A414 and local centre (retail element) running south through the Social Heart to the pedestrian gateway and Queens Road
- A variety of other cycle routes through both the open space provision and built form.

Importantly, the existing footpaths would be upgraded to bridleway and an additional network of routes provided allowing for both east/west and north/south movements across the site in a safe and car free environment.

Proposed cycle routes should be designed in accordance with LTN1/20 (July 2020) guidance note. It is envisaged that the majority of cycle routes will be shared (3.5m wide) due to the volume of use, number of options provided and the semi-rural village location, regarding which LTN1/20 states:

*“requirement for separation from fast moving motor vehicles still applies” however. “A well constructed shared use facility designed to meet the needs of cycle traffic – including its width, alignment and treatment at side roads and other junctions – may be adequate where pedestrian numbers are very low”.*

Additional guidance on design, lighting and construction can be found within the LTN1/20 note.

## St Andrew's primary school new links

As part of the required education element of the P6 Local Plan policy, there are 2 options - to expand the existing primary school or build a new primary school within the SMF area.

For either options, pedestrian and cycle links should be improved to the existing school, with potential for a new pedestrian access on its southern edge, and potential for new pedestrian accesses on its northern edge, on the boundary with NWB.R1 development area.

In addition, a bus/coach drop-off should be provided in this location (within NWB.R1) to allow buses/coaches to stop for St Andrew's primary school use. For this reason, the route for buses should be designed with an appropriate width carriageway. This bus access will also benefit the wider area by allowing buses to avoid using School Green Lane, which is narrow and often busy with school traffic.

## Retaining existing links

Through the enhancement of connections through the SMF area, users will still be able to access the surrounding network of Public Rights of Way. There is potential to improve signage and/or surfacing for parts of these routes, highlighting links within the village and aiding wayfinding. It is also the intention to upgrade most of these routes to bridleway in order to facilitate pedestrians and cyclists.

Likewise, key connections through the existing street network will provide important links, such as Queen's Road, with potential for additional signage along these routes.

## Mobility hub

The SMF is intended to be a walkable 15 minute neighbourhood, as part of the wider village of North Weald Bassett.

The proposed pedestrian and cycle network will create exceptional and direct active travel corridors through the community, linking to key destinations and a range of activities.

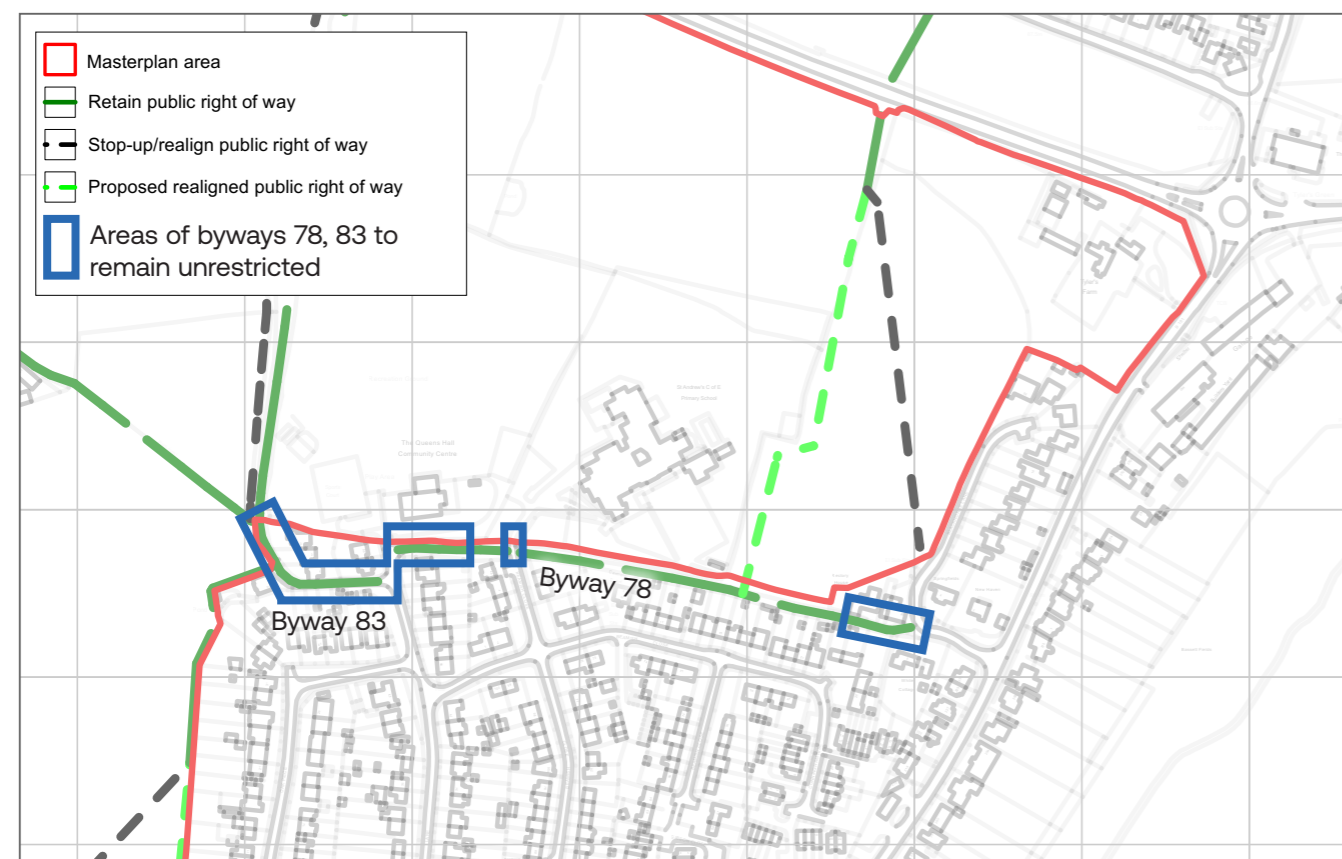


Figure 6.13 - Proposed restrictions to byway access

Active travel offers the greatest opportunity to facilitate local living and village life, helping to achieve social, health and environmental goals.

A mobility hub is part of this wider network. It can take many forms, a place you depart from or your final destination, a stop gap along the way to where you are heading. They can include EV and e-bike sharing points, charging points, and parcel collection points focused around the bus stop. It is the optimum place to combine multiple facilities, such as the Social Heart, with an ongoing footfall enabling complementary uses and ensuring the robustness of the Local Centre.

For more information on the the Local Centre please refer to the land use framework (p90).

### Bicycle and scooter parking

Well designed, secure bicycle/scooter parking must be provided at key areas of open space and community infrastructure (including the Social Heart and Church Fields), as well as located at intersections of key routes to provide convenience and to support the aspirations for sustainable modes of travel across the SMF.

Parking storage within the home should also be provided as part of future masterplans, related to house typologies and ease of access.

### Vehicular and highway strategy

This part focuses on proposals for the provision of vehicular access to the SMF

area, the broad configuration of the main spine roads through the development, identifies where off-site highway improvements are required and how public transport opportunities can be brought into the SMF area to reduce the need to rely on the car for all journeys.

The illustrative masterplan has been designed to allow permeability between allocation sites and the existing residential areas, helping to promote sustainable travel. This includes better connections to St Andrews primary school, the Social Heart and also to the south to Queens Road and the High Road beyond, as well as north across the A414 to Vicarage Lane East.

It is proposed that four vehicular accesses be formed to serve the SMF area, although it is recognised through design that the majority of traffic will utilise the proposed roundabout on the A414 (serving NWB.R3 and NWB.R1).

These additional accesses would be principally taken from the north via either the A414 or Vicarage Lane West, to access the strategic highway network rather than through existing residential streets. In this way it will be easier to manage traffic distribution around the village.

Parcel NWB.R2 will feature a minor access off the High Road to solely serve its allocated homes.

Parcels NWB.R4 and R5 benefit from a shared existing vehicular access from Vicarage Lane West. NWB.R5 features an additional existing vehicular access from Vicarage Lane West which will be closed.

The indicative access locations are shown in the access and movement framework

plan. The final siting and design of these access locations will be the responsibility of individual developers and brought forward as part of future planning applications of the five development sites.

### Roundabout on A414/Vicarage Lane W.

A proposed new roundabout on the A414 / Vicarage Lane West junction is intended to provide vehicular access to sites R3 and R1 where the majority of new homes will be built. This roundabout would help to reduce vehicle speeds on the A414 as it passes through North Weald. It will incorporate a splitter island on the A414 arm with dropped kerbs and tactile paving to allow for an easier and safer crossing over the A414 to connect the two parts of the village and enable public transport providers to access the SMF area. The final roundabout design should retain an access to the existing agricultural access track north of the A414.

Importantly it allows development movements to exit the SMF area in an eastwards direction, which would minimise the need for a 3km detour along Vicarage Lane West, Rayley Lane and the A414 or unnecessary rat-running through Church Lane and Wellington Road.

The roundabout should be sited largely “offline” of the A414 to minimise operational impact on the A414 during construction. The design option shown in the framework plans and illustrative masterplan provides a configuration where a single access is provided into the SMF area and a spur into Vicarage Lane West. A public transport only exit is proposed out of Vicarage Lane West (east bound). This solution largely reflects the current arrangement whereby

general traffic cannot rejoin the A414 from Vicarage Lane West, but does not preclude the opening up of Vicarage Lane West to all traffic movements if this is considered of benefit to the village and acceptable to the highway authority.

### Vicarage Lane West priority junction

A proposed new priority junction is proposed towards the western end of Vicarage Lane West to serve the development. This access forms part of the main loop road from the new A414 roundabout through the heart of the development and then back onto Vicarage Lane. The loop road will be constructed at 6.75m wide to facilitate buses. The primary purpose of this second access is to both allow ease of access for emergency services and also complete flexibility/permeability for future bus penetration. As an example any routes from Harlow could enter the site via the priority junction and exit onto the roundabout.

### A414 access to NWB.R1

As part of the SMF area, a temporary access strategy has been considered specifically for NWB.R1 serving this site directly from the A414. The purpose of this temporary access is to facilitate the development of this site until a permanent access is provided from the new access roundabout and road into site NWB.R1 from site NWB.R3.

The layout shown in the framework plans and illustrative masterplan includes how a priority junction could be provided within the constraints of highway land and the site.

At a future date this access could be utilised specifically for public transport use, assisting in delivering an important part of an overall strategy that seeks to deliver high levels of access to public transport and improved options for any potential future school access improvements at this part of the SMF area.

### M11 Junction 7 improvements

From discussions held with National Highways and ECC Highway Authority there is a potential requirement to contribute as part of a Section106 agreement towards M11 Junction 7 upgrade works. Any contribution would be proportionate alongside other major developments within the District and Neighbouring Authorities. The scope of the potential upgrades to Junction 7 will be defined through discussions with National Highways and ECC Highway Authority.

### Primary street/spine road through the SMF and other vehicular access locations

To serve new homes within the majority of the SMF area, a central spine road is proposed.

The R3 site is the largest of the development sites and would provide additional facilities, where two vehicular accesses are required. It is proposed that the spine road runs through the centre of the R3 site as shown in Figure 6.8 to connect these two access locations.

The proposed alignment of the spine road has been designed to thread between existing mature trees, sit on the flattest parts of the site and provide long distance public

views of St Andrew's Parish Church.

In accordance with ECC's Highways Technical Manual it is proposed that the spine road has a speed limit of 20mph with a 6.75m carriageway width suitable for bus use, with 2m wide footways both sides, widening in the vicinity of the bus stops.

To provide access to the R1 site, it is proposed that an access road is created from the spine road running through R3. This road through R1 would also be 6.75m being designed to be suitable for buses and an access for coaches to St Andrew's Primary School utilising a new bus/coach drop off-area on the southern edge of R1 to alleviate traffic on School Green Lane and Beamish Close.

The access roads from the spine roads and in sites R2, R4 and R5 would also be designed to have a target speed of 20mph. The street types for these residential access roads would be designed as access, minor access, mews court or shared private drives in accordance with ECC's Highways Technical Manual.

### Local streets

A network of local streets, including shared surfaces will create a legible structure of connected development parcels. All highways elements should be designed in accordance with ECC Highways Technical Manual. Public realm design should demonstrate how they are inclusive, safe and how the street can form a place as well as a conduit for movement. This could include streets that are flexible in their uses, for example Play Streets.

### Accessible Electric Vehicle (EV) charging points

Proposals should provide adequate access to EV charging points in accessible locations for visitor use. The positions could include:

- Social Heart
- Local centre (retail element)
- Near mobility hub (local centre, community element).

There is also potential for EV Car Clubs, with designated parking zones for these vehicles.

Each of the dwellings where parking is provided will also benefit from EV charging.

### Car parking

Detailed proposals for car parking should be presented in the context of the sustainable movement strategy, with active travel and public transport promoted above short car trips. Where appropriate, opportunities for a lower level of car parking provision should be considered, subject to policy requirements (as of 2024 ECC are reviewing their parking standards) with a view to promoting sustainable modes of travel, and creating attractive, pedestrian focussed streets and spaces where the car does not dominate. Car parking should incorporate access for people with disabilities. This reduced parking particularly applies to the high level of visitor parking ECC standards currently seek (25%).

### Off-site highways improvements

Traffic surveys around North Weald Bassett were undertaken in June 2018 (pre-pandemic), with a weekday morning and evening peak period junction turning counts and one week of 24/7 automated volume and speed surveys. These traffic surveys were then combined with earlier surveys undertaken by ECC and EFDC to verify the results and also understand the extent of background traffic growth.

The survey data reveals the peak times when people are using the road network, the broad direction local people are travelling and which road traffic junctions are operating at or near to capacity. Currently approximately:

- 29% residents travel south towards Epping Forest
- 65% residents travel north towards Harlow and the M11
- 6% residents travel east towards Ongar and Chelmsford.

High level traffic modelling undertaken to inform the local plan indicates traffic associated with development in the SMF area will not result in any severe queuing or delays locally with local highway improvements.

The following road junctions which likely require upgrading include:

- The Vicarage Lane West/A414 off slip
- The Talbot PH Roundabout

The upgrades required involve lane widening



and capacity improvements. These junction upgrades will be funded through developer contributions by Section 106 agreements linked to individual planning permissions or S278 Agreements and delivered by the developer.

The final speed and weight limit for Vicarage Lane West will be determined by Essex County Council in consultation with the Parish Council. This will largely depend on the final access solution chosen for the Vicarage Lane West arm of the roundabout. As currently proposed the road would likely be subject to a 30mph or 20mph limit (subject to a Traffic Regulation Order (TRO)), with weight restriction prohibiting all HVGs other than for access and buses. It is also envisaged that the A414 speed limit between the two roundabouts along the site frontage would reduce from derestricted (60mph) to 40/30mph.

In order to re-affirm the likely improvements necessary new junction counts have been undertaken in early July 2023 to allow previous assumptions and modelling to be updated.

## Public transport

A key objective of this SMF is to enable public transport to be provided to the SMF area to reduce the need to rely on the car for all journeys.

The spine road is to be designed to have a 6.75m carriageway width suitable for bus use. The introduction of a new roundabout on the A414 makes it possible to allow bus services to enter into the SMF area and importantly exit in an eastward direction

without having to take a 3km detour. This option allows bus penetration into the SMF area providing a bus stop within 400m/5minutes walking distance of each property. The extension of existing bus services into the SMF area offers increased patronage and assists the continued viability of bus services within North Weald, together with the opportunity for new bus services. In all likelihood bus services would be able to enter the development earlier, allowing for greater penetration by utilising a left slip off the A414 through site R1.

The village of North Weald is served by a number of existing bus routes running along High Road, including frequent services for routes 420 and 420A, and five services a day in either direction for route 13C. Special services include routes 620 and 491 which both run on schooldays only (provided by First Essex and Stephenson's of Essex respectively). The village of North Weald is connected by two-way regular services to nearby towns and villages, operating with an average of three-to-four services in either direction per hour, providing connections to Epping, Harlow, Thornwood and Ongar.

This enables the opportunity for existing bus routes serving North Weald Bassett to be extended into the SMF area. Through consultation with the local bus operator, they have indicated that with additional development in North Weald, there may be sufficient bus patronage to justify the reinstatement of a direct bus route to Harlow in addition to the existing bus service to Harlow via Epping. In addition, peak hour hopper bus connections are being explored between North Weald and Epping station via Coopersale and Fiddlers Hamlet.

Bus stops within the SMF are shown on

figure 6.8 indicatively, but should be located at the Social Heart, Church Fields, in the north west corner of NWB.R3 and within NWB.R1 to ensure sustainable modes of travel catchment areas are provided.

## North Weald Airfield, Church Lane and relationship to SMF

The Epping Forest Local Plan requires a new vehicular access to be constructed for the North Weald airfield to serve the west of the site.

This SMF has been based on a presumption that Merlin Way remains a cul-de-sac and that Church Lane remains as a cut through to the village to reflect the endorsed Airfield SMF.

Further options to introduce traffic calming that disincentivise the use of Church Lane could be evolved in the future.

The provision of bus services to the new development would be dealt with by planning obligation contained in a Section 106 agreement attached to any planning permission, where:

- The developer is legally obliged to seek and enter into a Bus Service Agreement with a bus operator, to provide bus services to the development
- A financial contribution is made towards the initial subsidising of bus services with the aim that the service becomes self-sustaining at the end of the development subsidy.

## 6.6 Land use and community infrastructure

### Summary

The land use and community infrastructure framework is illustrated opposite, and described over the next few pages.

Policy P6 of the Local Plan allocates land for development at North Weald Bassett for a minimum of 1,050 homes. Alongside these new homes, the Local Plan requires new development to provide new primary school provision, health facilities and a local centre including retail and community spaces.

At the centre of the SMF is a mixed-use Social Heart for the village comprising a mix of active uses and residential dwellings to ensure activity and footfall. This new Social Heart will become a focal point for the village, located at an intersection of key pedestrian routes and built upon the foundation of the existing Memorial Playing Fields and St Andrew's primary school.

The new homes will be supported by a wide range of community, health, retail and educational uses within the Local Centre, which is split into 2 parts to enable the retail element to be located alongside the A414, and providing the sufficient passing trade to make the retail element robust. Additionally, this staggered location means that the new retail elements do not compete with the existing retail catchments of the village centre and Tylers Green.

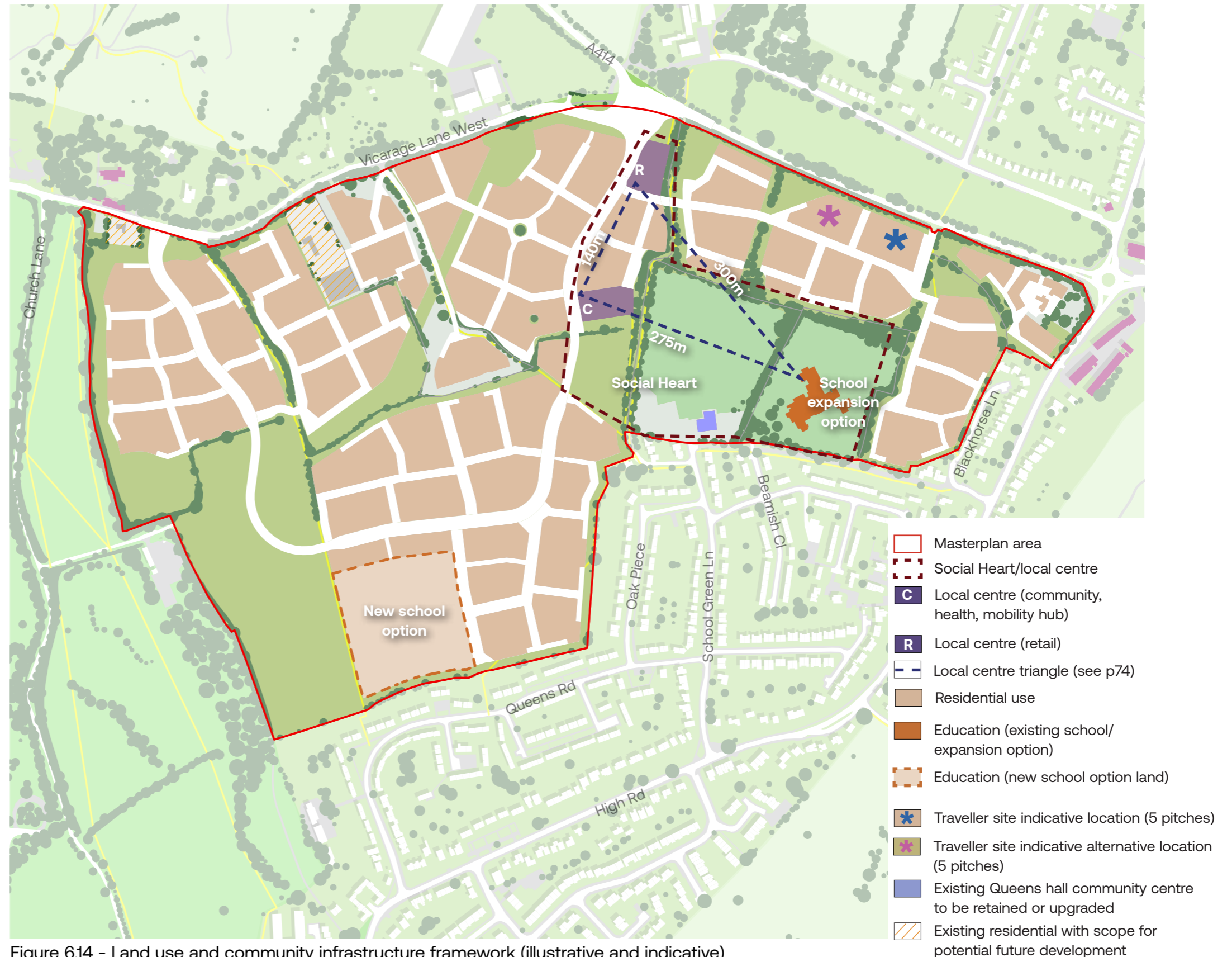


Figure 6.14 - Land use and community infrastructure framework (illustrative and indicative)

Using the green and blue infrastructure and access framework presented in chapter 6.4 and 6.5, this part of the SMF sets out a proposed framework to guide development across the SMF area. The key features of the SMF having regard to the Local Plan requirements are set out below.

The land use and community infrastructure framework has been used to calculate the indicative net development area for each of the 5 development sites is measured as:

- NWB.R1 - 5.045ha (excluding the 0.35ha 5 pitch traveller site)
- NWB.R2 - 0.673ha
- NWB.R3 - 18.584ha (excluding the 2.1ha school option site and local centre)
- NWB.R4 - 0.514ha
- NWB.R5 - 0.947ha.

### Social Heart and Local Centre

The Social Heart will play a key role in the identity of the new homes at North Weald Bassett, establishing a focal point within the village for community, social, health and sporting uses. It forms a vibrant local centre, meets a local need, acts as a destination and will transform the Memorial Playing Fields into a hive of activity.

Policy P6 requires new employment floor space, appropriate education provision (class F1), a local centre including retail, community and health uses (class E, F2).

The Social Heart is the overall local centre. It is formed of the Local Centre (community

and retail elements), Memorial Playing Fields and St Andrew's primary school, either in its current form or with new forms of entry.

The indicative framework illustrates the following design and place making principles:

- The Social Heart to be located around the Memorial Playing Fields, central to the SMF and village, and located at the intersection of key pedestrian/cycle routes
- As set out in chapter 6.5, a high standard of public transport, walking and cycling provision will be required for the Social Heart, including accessible bus stops, disabled parking and bicycle/scooter parking
- Potential for St Andrew's primary school to be extended to meet the education policy requirement, or for a new 2fe primary school to be built located on the south western corner of NWB.R3.

The local centre will form the Social Heart for the village, providing a much needed social hub at the intersection of existing and proposed pedestrian and cycle routes through the village.

It is important to refer to these separate elements as a single local centre together. The retail element will be well connected to the larger part of the local centre by the proposed primary street and enhanced byway connecting them, as shown in figure 6.15.

However, the best location for the community part of the local centre does not necessarily apply to the retail element of the local centre (as required by the Local Plan).

This will require additional passing trade to be robust and sustainable. Therefore, it is proposed that the retail element of the local centre is offset by approximately 200m to the north, to maximise its location on the A414.

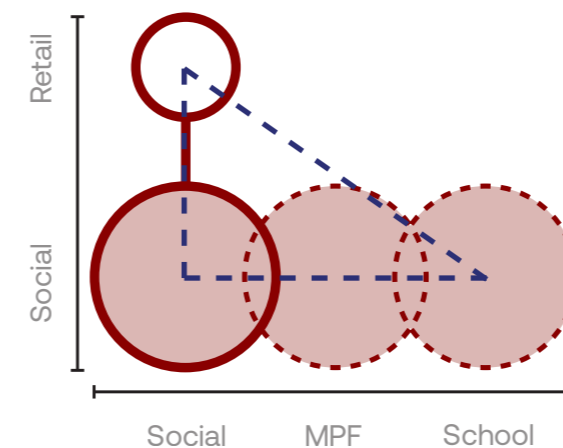


Figure 6.15 - Form of Social Heart/local centre

### Location of local centre (community element)

The design goal in providing new community facilities is to ensure that they are well

located to serve not only residents living within new development but also easily accessible to existing residents living in the village. The provision of this space has an important function in integrating the new development into the wider North Weald Bassett community.

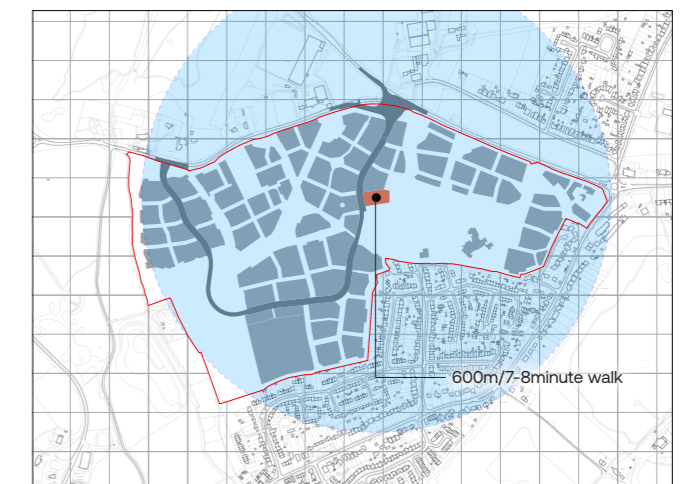


Figure 6.16 - Proposed local centre (community element) location

To establish the best location for the provision of new community facilities, the following objectives have been set to guide this masterplan:

- i. To maximise accessibility for the majority of residents, the community facilities should be located in a central location within the SMF area close to the existing community.
- ii. The community facilities should be located on the wider pedestrian/cycle network to make it easily accessible.
- iii. The community facilities should be located close to a main spine road such that disabled users could easily drive to the facility.

The application of these objectives results in the best location for new facilities to be adjacent the Memorial Playing Fields (forming a Social Heart) as shown on figure 6.15 This location maximises the number of people living within a 600-metre radius, it would be located on the intersection of multiple pedestrian footpaths, easily accessed from the new spine road through site R3 and close to existing civic spaces.

### Local centre - community element quantum

EFDC's Infrastructure Delivery Plan (IDP) seeks an additional 551 sq m of community and youth space to be provided across North Weald, Thornwood and associated rural apportionment.

There are a number of potential occupiers in the village, including North Weald Parish Council and Chelmsford Diocese who have identified an aspiration for a new building. To provide maximum community benefit, it is suggested this building be multi-purpose such that it is suitable for a range of end-users and clubs. The end users of this space and design of the building will be subject to further discussion with community service providers.

The Local Plan suggests a requirement for an additional 360m<sup>2</sup> of GP space is also required, and this is included within the proposed community hub. Land has also been reserved for new health care facilities, if required by the Hertfordshire and West Essex Integrated Care Board and local health care providers. The local centre could also contain a small office/meeting place. In addition, a mobility hub could be located within the local centre, offering e-bike and e-scooter charging, at a key intersection of

pedestrian and cycle routes. An illustrative layout for the local centre (community) is shown in figure 6.18 on page 93.

### Local centre (retail element)

The provision of a local centre with retail space needs to be carefully balanced against any adverse impact on the village centre and other retailers and service providers around North Weald Bassett.

There are two considerations that need be addressed in this SMF in relation to the retail element of the local centre as follows:

1. Location of the retail part of the local centre, and;
2. The amount of retail space to be created.

To be commercially attractive to retailers, the retail element of the local centre needs to be sited in close proximity to and be easily accessible to the maximum number of people whilst also benefiting from pass-by trade.

To minimise competition with the village centre, which provides a range of services to the village, care needs to be taken to ensure that the retail catchment of the new shops minimises overlapping with that of the village centre.

Two widely recognised guides on sustainable development, provide guidance on the distance of new homes to local shops as follows:

Sustainable Settlements – Guide for planners, designers and developers (by Hugh Barton, Geoff Davis and Richard Guise), 1995. This suggests a standard for 80% of homes to be located within 400m to local shops and that all new dwellings be located within 800m.

Shaping Neighbourhoods – Guide for health, sustainability and vitality (by Hugh Barton, Marcus Grant and Richard Guise), 2003. This updated the above to take account of population density. Assuming a population density of 100 people per hectare (equating to approximately 40 dwellings per hectare), the recommended distance to a local centre is 600m.

Using these guidelines, it is considered that a catchment of 600m be used as the starting point for the new shops. The optimum location for the local centre is shown on figure 6.17, taking account of

the existing village centre and real-world necessity to be located near a highway (to create the required footfall and retail critical mass). This location would maximise the number of people with a 600 metre radius of the local centre, minimises duplication with the village centre catchment and improves access to local shops for residents in the north of the village.

Based upon this proposed location, only a small proportion of both the existing and new North Weald Bassett residents would not be within 600m, but nearly all residents would be within 700m of a local centre. This

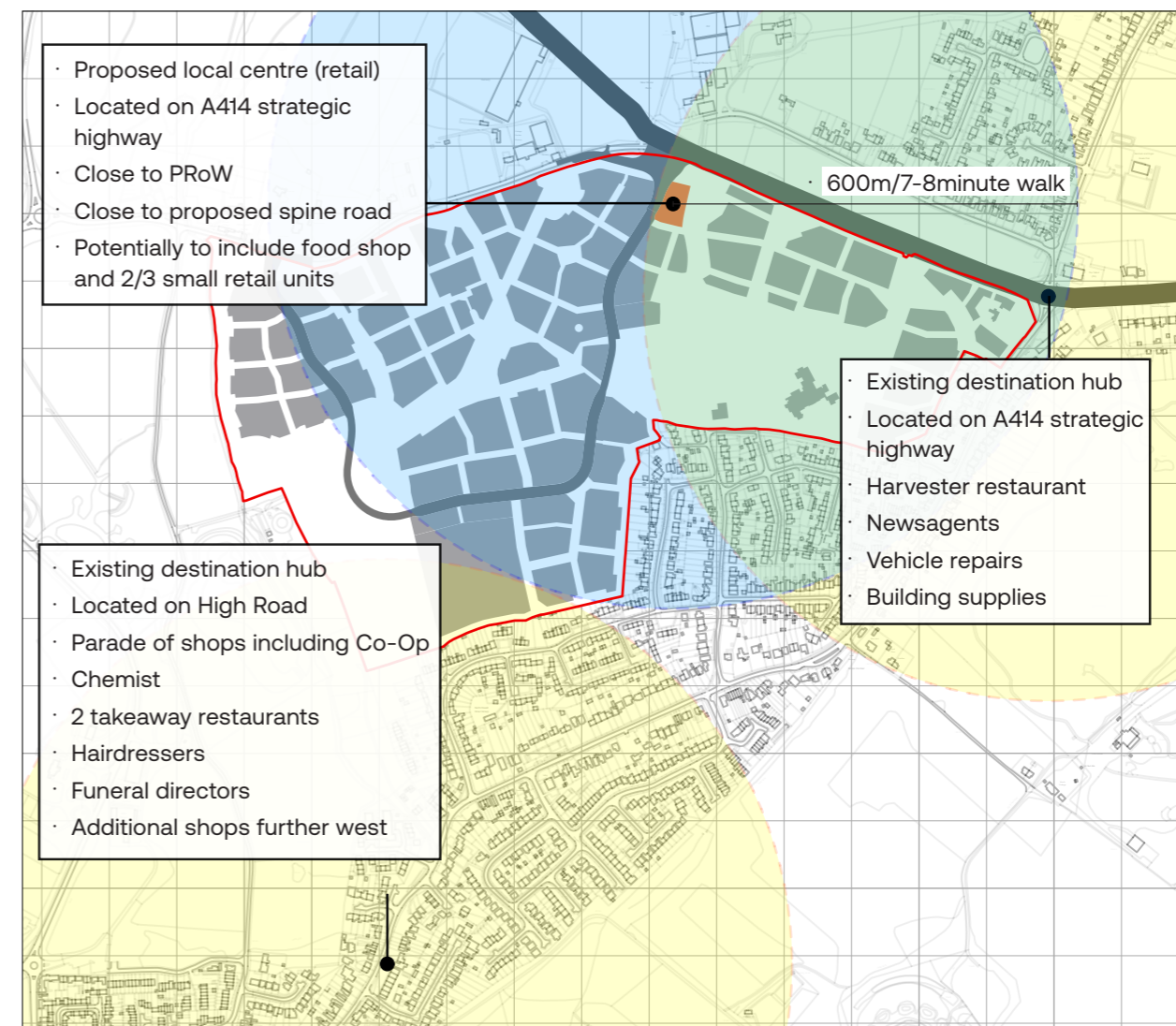


Figure 6.17 - Proposed local centre (retail element) location

proposed location of the retail element of the local centre is considered the best and most balanced compromise of walkability, local need and retail viability.

### Local centre - retail element quantum

It is proposed that the new shops should have a secondary function to the village centre and the number of retail units to be created should be less than is currently available on the High Road. This currently comprises around 1,271m<sup>2</sup> retail floorspace in a series of small shops with a Co-op store and 536m<sup>2</sup> in café/pub/hot food/takeaway use.

It is therefore proposed that the retail element of the local centre provides for around up to 675m<sup>2</sup> of floorspace. This would be suitable for a small convenience food retail shop and two or three additional units for local service providers or food uses together with car parking, all together requiring an area of approximately 0.22 hectares. These uses classify as E(a), E(b) and F2 with the ability to include sui generis uses such as a take-away.

The provision of the new shops will be dependent on retail operator interest. It is proposed that this be managed by a suitable planning obligation, where there is a requirement to market the local centre site for a period of two years to retailers on commercial terms. An illustrative local centre layout is shown opposite.

### Connection between local centre elements

The retail element and community element of the local centre should not feel separated, despite being 120m apart. This can be achieved through the following design responses:

- Making the distance between the two elements as close as possible through the design of the primary street
- A green connection along the primary street, with a 5m wide tree lined verge
- A unity in architectural and landscape design treatment, in terms of form, materials etc
- Use of wayfinding elements, signage etc.

These elements are shown in figure 6.18 opposite.

### Potential future upgrade of QE hall and 'Meanwhile Uses' in the local centre

To support the early activation of the Social Heart consideration should be given to 'meanwhile interventions' to create activity and provide amenity/services at an early stage of the development

Any future community building **must not** compromise the future viability of the existing Queens Hall community building.

Located within the Memorial Playing Fields, the existing QE community hall could also be upgraded in the future.

Some of the local centre community uses could be located in the upgraded and enhanced existing building to avoid duplication of uses.

95% of the businesses in Epping Forest are Micro or Small businesses, therefore there may be future opportunity to include business 'incubators' for enterprise within the local centre.



Figure 6.18 - Proposed connection between retail and community elements of local centre

### Primary school education provision

The EFDC Local Plan as adopted (March 2023) requires appropriate education provision including primary school and early years. There are four strategic options for providing additional primary school/early years places in North Weald as follows:

1. Create a second primary school in North Weald, resulting in two schools in the village
2. Demolish and replace St Andrew's with a larger primary school
3. Operate St Andrew's Primary School across two sites (providing an infant and junior school)
4. Expand St Andrew's Primary School and provide investment in existing school facilities.

Applicants should reference the ECC

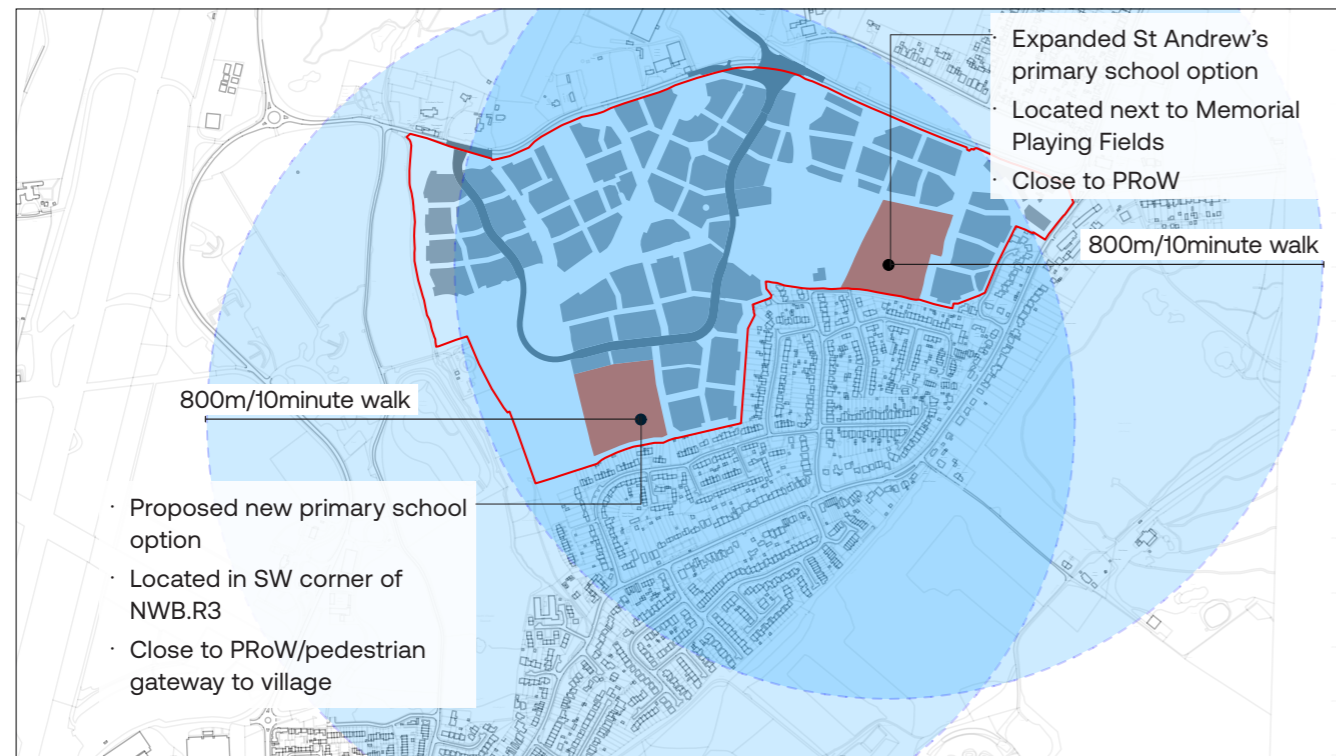


Figure 6.19 - Proposed school options walking catchment

Developers' Guide to Infrastructure Contributions' 2023. ECC has advised that their preference is for the reserve school site to be located to the south of site NWB.R3 at the furthest point from St Andrew's Primary to maximise the number of families in North Weald Bassett living within walking distance of a primary school. Two schools would provide choice and reduce walking distances thereby encouraging active travel over drop-off by car. An indicative layout is shown in figure 6.20. Alternatively, the existing St Andrew's primary school could be expanded. Both options are shown below in figure 6.19.

The early years element of the primary school provision would be for 56 places. ECC has a statutory responsibility to plan for and deliver SEND facilities. This development could generate a need for some pupils who need SEND provision requirements but further details can be explored/reviewed as the development progresses. ECC is responsible for this delivery.



Figure 6.20 - Indicative education site elements and layout

## Traveller pitches

Policy P6 requires the provision of up to five traveller pitches within site NWB.T1, which shares a boundary with NWB.R1. There are 2 options for the location of the pitches within NWB.R1, as illustrated in figure 6.21. Future planning applications will determine the precise location and siting of the traveller pitches which are expected to be in either of these two broad locations. Careful consideration will need to be given to the siting of the pitches in order to provide for proper consideration of local environmental quality on the health and well-being of occupants. Applications for the traveller site must ensure it is well integrated into the wider mplan area.

Regard must also be had to the EFDC Traveller Site Selection Methodology which underpins the suitability of this site for this use; in accordance with the methodology the precise location of the site must be within 100 metres of the edge of classified and other metalled roads and not too close to the existing settlement. This dictates that the site must be located within 100 metres of an access from the A414. The Site Suitability Assessment envisaged access via an upgrade of the existing A414 vehicular access.

Further best practice guidance on traveller pitch design is included in the Essex Design Guide (<https://www.essexdesignguide.co.uk/supplementary-guidance/gypsy-traveller-and-showpeople-guidance/>). An illustrative layout for a 0.35ha five traveller pitch area is shown opposite in figure 6.22, but this will be subject to the individual land owner proposal in a future planning application.



1. Traveller site option land (as shown on masterplan)
2. Traveller site alternate option land area
3. NWB.R1 temporary access from A414
4. Retained landscape structure
5. Secondary street/bus route
6. Higher level of enclosure on secondary street/potential bus route, with terraces/apartments
7. Indicative SuDS features
8. Bus/coach drop-off
9. Greenway link
10. Social Heart

Figure 6.21 - Illustrative layout of 5 pitch traveller site option layout within NWB.R1 (layout shows option land 1)



1. Entry to development
2. Visitor parking
3. On site green space
4. Buildings located to maximise space for vehicles
5. A range of pitch sizes should be provided
6. Landscape areas for planting and biodiversity
7. SuDS features to assist with managing water run off

Figure 6.22 - Illustrative 5 pitch traveller site layout (0.35ha), indicative only

## Church car park

Whilst not a requirement of the Local Plan, the local Diocese has requested that the SMF incorporates improved parking for St Andrews Church. At the north western corner of the NWB.R3 site there is a small unsurfaced area used for car parking by the Church. It is proposed that this land be formalised as a small car park with around 7-12 spaces, as shown below be paved and incorporate a lockable gate to prevent unauthorised access.

## 6.7 Placemaking and wayfinding

### Summary

The placemaking and wayfinding framework is illustrated opposite, and described over the next few pages. The following framework describes the key placemaking and wayfinding strategies, to ensure that the SMF guides the sense of place for the SMF and is legible for both residents and visitors.

This includes neighbourhood character, the Social Heart, gateways, strategic views and vistas, focal buildings and key frontages. In addition, this framework describes key routes through the SMF, along with how art, play, street furniture, landscape and community activity can contribute to the character, placemaking and wayfinding of the proposal.

The overarching concept of the SMF is to plan development so that it is landscape-led and incorporates existing landscape features. The existing network of hedgerows, copses of mature trees and several feature trees provides an established landscape structure that will enhance character, movement corridors and wayfinding. In addition, the site benefits from heritage assets which will help define key spaces and routes through the SMF.

As the SMF is also intended to facilitate direct and easy connections across the village and beyond to the wider countryside, it is important that these spaces will be pedestrian focused. Streets and greenways will be designed to feel safe, feature a high quality public realm, and with priority given

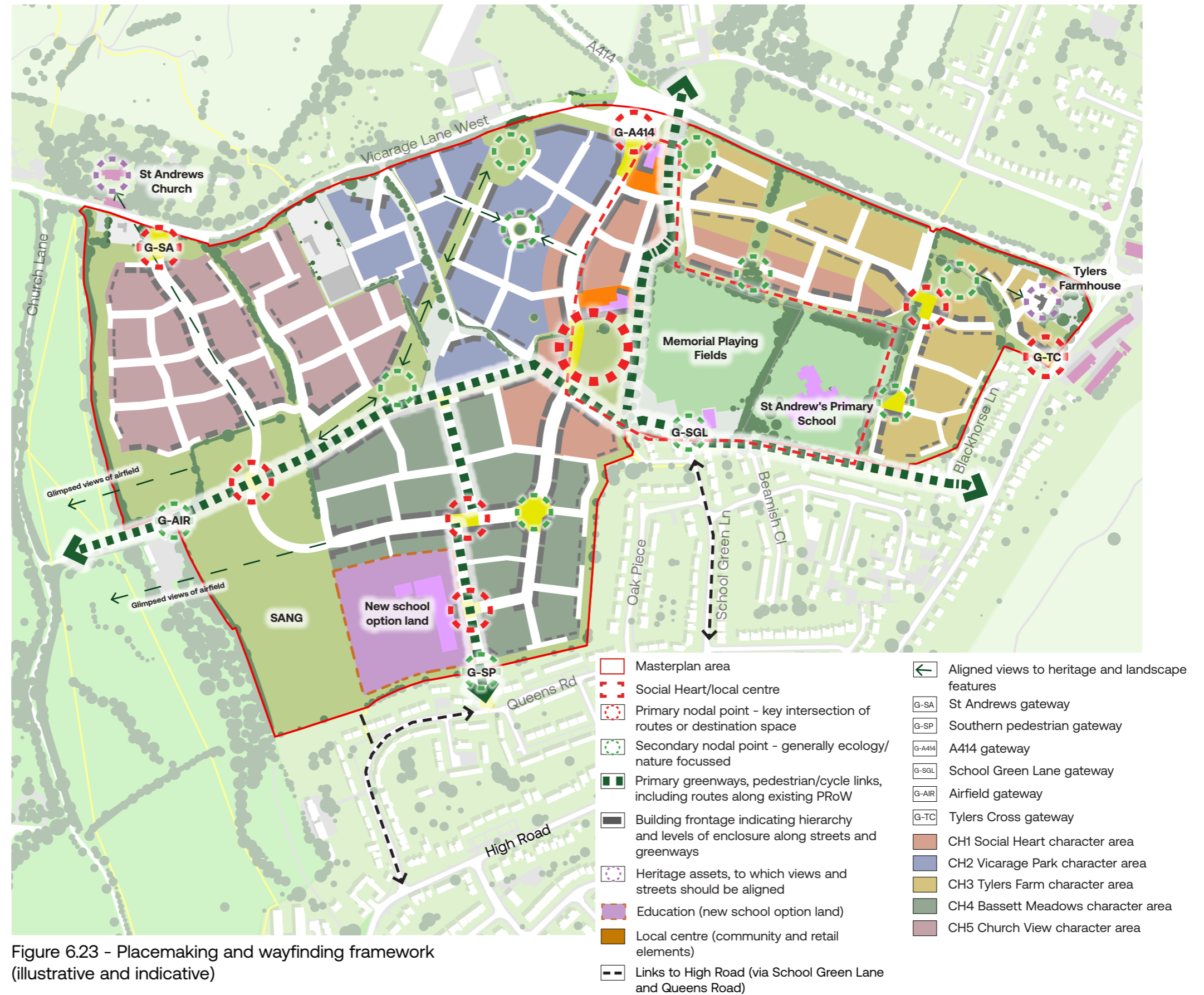


Figure 6.23 - Placemaking and wayfinding framework (illustrative and indicative)



to pedestrians and cyclists. Active frontages will overlook these spaces and routes to provide natural surveillance.

A visual connection is equally important, and the SMF retains views to heritage assets, creates new vistas to strategic infrastructure (including opening up views to the Social Heart) and retains glimpsed views to the wider countryside, offering a breathing space from village life.

For further information on the character of the landscape and built form proposals please refer to chapter 7.

Additional detail on the following components will be undertaken by future design code work.

### Neighbourhood character areas

Proposals should identify areas of distinct neighbourhood character and identity. The framework plan illustrates 5 built character areas, which are listed below and explained in more detail in chapter 7:

- CH1 Social Heart
- CH2 Vicarage Park
- CH3 Tylers Farm
- CH4 Bassett Meadows
- CH5 Church View.

### A new Social Heart

At the centre of the SMF is a mixed-use Social Heart for the village comprising a mix of active uses, located at a key intersection of pedestrian and cycle routes. It will become a focal point for the village, and as part of the SMF is framed on its northern and western sides by new homes and the local centre, and framed on its southern and

eastern edges by existing mature trees. The character of this area is further explained in chapter 7.

### Primary and secondary nodal points

Primary nodal points occur at the intersection of key routes, or at key destination spaces and gateways. Secondary nodal points are generally ecology and nature focussed.

### Gateways introduction

Gateways provide an entrance space and setting to particular areas as well as a transition between or along different spaces on a route. The transition between spaces, character and edges is crucial, with appropriate responses to landscape and built form. The SMF features six gateways:

**G-A414: A414 gateway** - Located at the junction of the A414 and Vicarage Lane West, this serves as the primary vehicular access to the SMF area. The built and landscape form creates a sense of enclosure as you enter the site, and includes the retail element of the local centre. Building heights and density are higher in this area. This gateway is illustrated in figure 6.24.

**G-SA: St Andrews church gateway** - Located off Vicarage Lane West, this new vehicular access to the SMF area is intended to be low-key and incorporate a green edge to St Andrews Church. Built development reduces in height and density towards this edge. The streetscape design has been aligned to afford a vista to the church along the primary street.

**G-SP: Southern pedestrian gateway** - Located on the southern edge of the SMF, adjacent to the land reserved for a primary school, and north of Queens Road (including a triangular shape of EFDC controlled land outside the site boundary), this pedestrian focused gateway connects the SMF to the existing village centre. The built form will be in keeping with the green buffer along Queens Road, forming an arrival space at the intersection of 2 pedestrian routes - the Public Right of Way running east to west, and the pedestrian link running north connecting to the primary street and main east to west corridor across the SMF. For more information refer to chapter 7.

**G-SGL: School Green lane gateway** - this existing connection from School Green Lane to the Memorial Playing Fields will be enhanced as part of the new Social Heart. In addition to being a key route to the playing fields it also provides access via the connecting byway to St Andrews School, and a direct link from the Social Heart to The High Road. There is potential for future signage and paving upgrades to help wayfinding.

**G-AIR: Airfield gateway** - located on the western side of NWB.R3, this pedestrian and cycle link partly utilises the WWTW service road, and will then need to traverse council owned land and cross Church Lane to reach North Weald Airfield. Pedestrian crossings of highways should be designed to allow safe movement.



Figure 6.24 - A414 gateway

**G-TC: Tylers Cross gateway** – located adjacent to The High Road, this gateway facilitates a new vehicular entrance to NWB.R2 along with a shared pedestrian/cycle link that continues through NWB.R1 on its southern edge, linking into the Social Heart.

### Enclosure and frontages

A greater level of enclosure and frontage should be provided along key routes, greenways, spaces and junctions within the SMF. This could be achieved through scale/height or proportion of built form (e.g. wide frontage homes). In either case, a rhythm of built form along the street must help reinforce the character and function of the space. For example around the Social Heart, the space will be edged by residential and local centre buildings to provide natural surveillance, framing and scale.

### Marker buildings/mature trees

Marker buildings should be located throughout the SMF either along or helping to form key vistas and spaces. Marker buildings are memorable, subconsciously or otherwise, and help create a map in our brains to aid wayfinding. Therefore, they should be distinguishable from the prevailing urban form, which could be achieved through scale or material change.

Likewise retained mature trees and proposed landscape treatments aid wayfinding. They create local identity, providing reference points to enhance legibility. Where possible the street should be aligned to attractively frame mature trees within the development area.

### Key vistas

Key vistas should attractively frame areas of open space or buildings (including heritage assets). Where a building terminates a vista it should be the primary elevation of that building.

Views along streets are very important, and careful consideration should be given to the relationship of building styles. Boundary treatments, hard materials and planting along the street should remain constant despite architectural changes.

The principle vistas within the SMF are heritage focused. 1. the alignment of street and block form within NWB.R3 towards St Andrew's church, helping to frame an important heritage asset which has served as a key marker within the landscape for centuries, and 2. Framed view towards Tylers Farmhouse (listed building) within site NWB.R2.

### Art, play and street furniture

To aid placemaking and wayfinding there is opportunity to include public art features. Art and play could feature sequentially along a route, such as the east to west corridor across the SMF.

Art and play could reference the heritage of the village, such as the history of the airfield, integrating the SMF to the wider village.

Street furniture should feature a uniform approach and style in keeping with countryside setting, and located to aid wayfinding, whether that is in the form of a place to sit and rest or a lighting column marking a key public space.

### Key routes through the SMF and village

2 routes have been identified within the SMF as examples of how it has been shaped to enhance pedestrian links across the village (with particular reference to placemaking and wayfinding), connects key destination hubs, and supports the concepts of local living and the 15 minute neighbourhood:

- Airfield Masterplan to High Road
- Proposed local centre to village centre.

These two routes (figure 6.25) intersect at the Social Heart for the village and are illustrated further in figure 6.26

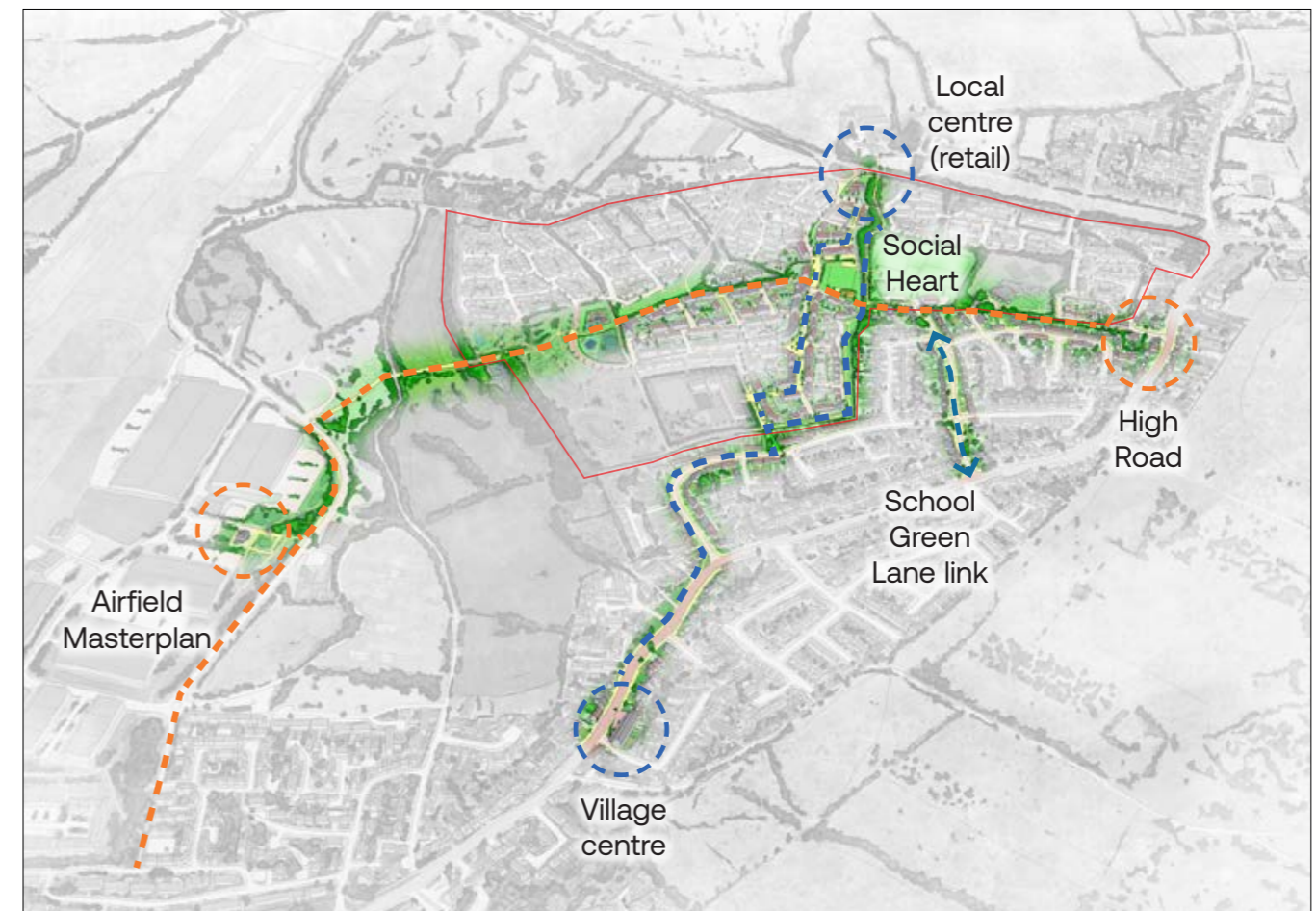


Figure 6.25 - Key pedestrian/cycle routes through the SMF and village

### 1. Airfield Masterplan to High Road

This is a 1600m route, approximately 20 minute walk and broadly flat. Beginning at the airfield, users walk northwards along Merlin Way before crossing east into natural green space/SANG area. Entering the SMF area through Church Fields (with SANG, play areas and community orchard). There are glimpses of St Andrew's church to the north as you follow the overlooked east-west link (including a shared footpath/cycle route) through to the Social Heart, with sports pitches, health, community and mobility hub uses. If using a e-bike this could be safely parked and charged here. The route passes Queens Hall community centre and transfers onto the existing byway south of St Andrew's primary school, and through to the High Road.



### 2. Proposed Local Centre to Village Centre

This 1400m route, approximately 15 minute walk, including a slight incline from The High Road to the SMF area. Beginning at the existing village centre shops, we walk along the High Road to Queens Road. This links via existing footpaths to the southern pedestrian gateway space and school option land. The school entrance will be close to the gateway to encourage active travel on using a choice of routes. We can continue on the north-south greenway, follow a direct green link from the school to the Social Heart, or follow the greenway on the south eastern edge of the site. At the Social Heart there are a choice of routes, either via the direct green link, the existing byway or along the wide-verge lined primary street, which connect to the new shops alongside the A414 gateway.



Figure 6.26 - Key routes through the SMF area and village

## Heritage assets

As set out in chapter 3, the site benefits from a unique historic context. This presents an opportunity to inform the character and identity of the SMF area and to contribute to wider strategic objectives.

Proposals should respond positively to the site's heritage assets, which can assist placemaking and wayfinding by forming vistas and markers along a route or help to frame a space. Heritage assets within and surrounding the SMF area are listed below, including reference to potential treatments.

There is one Listed Building located in the SMF area with a collection of further Listed Buildings in close proximity which need to be given special regard.

In addition, there is one non-designated heritage asset, the locally listed building referred as White Friars, located directly to the SW of the grade II listed St Clements, which is of historic and aesthetic value.

### Tylers Farmhouse (LB1111388)

Grade II timber framed hall house dating to the early 16th Century located in the centre of site R2 and which can be viewed from site R1. Tyler's Farmhouse is set well back from High Road and is well screened by existing trees, the majority of which would be retained. There would be limited new buildings in front of the listed building, in order to help protect its setting. It will be important to provide a new building frontage along the north side of the new access road, which would run around the western boundary of the site to serve new dwellings in the north-west corner of the site. In this way, the setting of Tylers Farmhouse would be respected and the significance

of this designated heritage asset would be maintained.

### Tylers Lodge (LB1111389)

Grade II early 19th Century house glimpsed from site R2. Tylers Lodge is also set back from High Road behind a large front garden. This listed building is not opposite the site of NWB.R2, but some 40 metres to the south. The intervening buildings between Tylers Lodge and the site effectively blocks views of Tylers Lodge from the site and the new access, such that there would be no impact on the wider setting of this listed building and no loss of significance as a designated heritage asset.

### White Cottage (LB1111381)

Grade II row of early 19th Century cottages visible from site R1. White Cottage is set back and slightly downslope from the corner of Blackhorse Lane. Its principal elevation is east facing so the development may be seen from the upper storey. Whilst the development will be prominent in comparison, the cottage has already lost its connection to the open farmland due to intervening development during the 20th century. In the context of the existing modern housing stock, subject to lower storey heights in this area, development of the SMF area should not have an adverse effect on the cottage.

### Parish church of St Andrew (LB1111353)

Grade II\* parish church and built in approximately 1330 with square tower added later and dating to circa 1500. There are attractive views of the church tower in the western part of site R3 from the public right of way and where the north-western section of site R3 is located approximately

50 metres from the Parish Church. It is considered that these views make a contribution to the aesthetic and communal value of the church, where its tower is a dominant and historic marker within the landscape. The SMF therefore seeks to ensure that several long public views of the church tower are incorporated into the structure of development. Street form and buildings need to be orientated to retain public views and building storey heights should to be restricted in the north western part of site R3.

### Church Cottage (LB1337224)

Grade II timber framed cottage dating to the 17th century. The cottage can be seen from the north western corner of site R3. Church cottage is visible from within the R3 area. In this part of the SMF, it is proposed that the development edge is pushed south from the NW boundary, and that both residential density and storey heights are lower in this area.

### St Clements (LB1111354)

Grade II house believed to date to at least the 17th century, with the possibility of dating to the 16th century. St Clements is screened by mature landscaping around its perimeter curtilage and tree and scrub planting on the edge of site R3. St Clements located away from Vicarage Lane West so it is not visible from within the R3 area, due to screening from existing vegetation. In any case, in this part of the SMF, it is proposed that the development edge is pushed south from the NW boundary, and that both residential density and storey heights are lower in this area.

### Control Tower at North Weald Airfield (LB1413519)

Grade II control tower built in 1952. It is one of only seven of its type to be constructed and the best surviving. There are some limited views of the control tower from the west of site R3, which should be retained as part of the green buffer.



Tylers Farmhouse



St Andrew's church



Control tower

## 6.8 Density

### Summary

The density framework is illustrated opposite and described over the next few pages.

Density is a key component of character, with intensity of activity supporting the future vitality of the SMF and creating a successful new place.

The site allocation identifies a minimum of 1,050 new homes within the SMF area. The proposed density framework can deliver a minimum 1,050 new homes.

Densities and dwelling mix should consider the following factors:

- Local Plan policy
- Wider understanding of the housing market area
- Housing need analysis
- Ability to deliver a variety of housing types and tenures.

The objective of the density strategy is to create mixed and balanced new neighbourhoods at North Weald Bassett, with enough flexibility to respond to changing market conditions over time.

Future proposals should demonstrate that there will be a mix of housing types and typologies, at a range of densities.

Future proposals will expand upon related elements, including parking provision, street design and building layout/typologies.

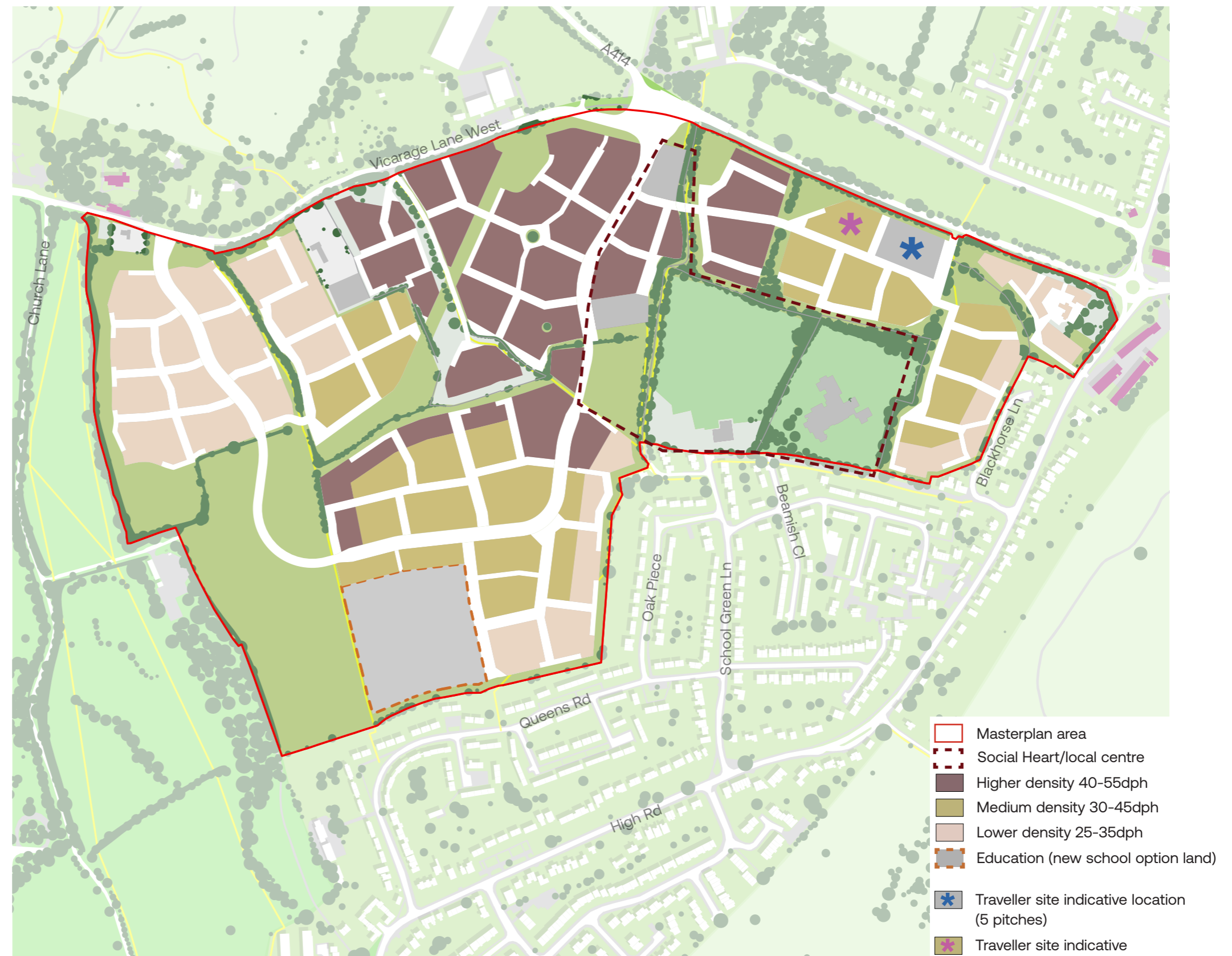


Figure 6.27 - Density framework (illustrative and indicative)

## Approach to density

Existing density levels at North Weald Bassett vary but are generally around 25-30dph. In places the density does increase to 45-55dph, specifically in areas that include apartment blocks.

Therefore the proposals should demonstrate a range of densities, appropriate to this setting, delivering a range of unit types.

Density values should reference the intensity of activity relative to the accessibility of each place. Likewise, density is related to the viability of community facilities and the overall vitality of the SMF.

In general, higher densities will be supported around the Local Centre/Social Heart, to help create a higher density core to ensure the vitality of those areas, and in specific areas, such as the smaller development parcels. It is not anticipated that the Local Centre would incorporate residential dwellings above the active ground floor uses of the community or retail element as this will reduce the need for large parking courts at a key focal area.

Medium densities will generally be supported across the central and eastern parts of the SMF.

Lower densities are likely to be appropriate at the edges of development, including those which have been identified as sensitive due to existing homes bordering the site or those which include heritage assets. For example, in the north western part of NWB.R3, density should lower further in response to the setting of St Andrew's church.

Indicative approximate density values (dwellings per hectare) are indicated in figure 6.28.

Flexibility should be included regarding the breakdown of the minimum of 1,050 units across the five development sites of the SMF area. Illustrative average net residential densities for each of the five residential sites and the SMF overall are illustrated in the table below.

Allocation area	Indicative net dev area (ha)	Indicative maximum number of homes	Indicative average net density based on unit range
NWB.R1	5.045*	231	34-45dph
NWB.R2	0.673	23	25-35dph
NWB.R3	18.584**	838	33-45dph
NWB.R4	0.514	28	40-55dph
NWB.R5	0.947	52	40-55dph
TOTAL	25.763**	1,172***	33-45dph

Figure 6.28 - Illustrative development densities

\* NWB.R1 indicative net development area excludes 0.35ha 5 pitch traveller site

\*\* NWB.R3 indicative net development area excludes 2.1ha School Option 2 land and local centre

\*\*\* 1050 homes is the minimum, the above table shows the theoretical maximum unit number based on these densities

Note: The indicative development areas and densities are illustrative, and are subject to further survey work, analysis and review by each development site's land owner/promoter.

## Housing mix

North Weald Bassett features a larger proportion of semi-detached and terraced homes. The SMF should feature a range of typologies, including detached, semi-detached, terraces and occasional apartment buildings, in keeping with the existing village as described in chapter 3.

A variety of house types and arrangements will be promoted across the SMF to coincide with a varied approach to density.

There is potential for future proposals to feature a diverse range of dwelling types, including homes with integrated space for home working.

All new homes should have regard to EFDC's local plan housing policies H1, H2 and development management policies.

At Reserved Matters stage applications should take account of SHMAR housing need, current affordable housing need and any specialist housing need.

## 6.9 Heights

### Summary

The heights and views framework is illustrated opposite and described over the next few pages.

The existing village is predominantly 2/2.5 storeys in height, with occasional bungalows and occasional taller apartment buildings (up to 4 storeys). Proposals should replicate this in order to demonstrate that built form responds positively to the village context and setting of the SMF area. The discrete character of the village and surrounding area means that a dominating high-rise development would not be appropriate in the SMF area.

### Building heights key issues

Buildings will be up to three storeys with variations as follows, but must not exceed the defined heights. Key issues include:

- Social Heart/Local Centre: buildings surrounding these focal areas will be up to three storeys in height. This includes homes on the southern edge of NWB.R1 which overlook the Memorial Playing Fields, and the north west corner of NWB.R3 beside the new A414 roundabout
- It is proposed that buildings within the Local Centre will not feature residential accommodation above, so as to not require large areas of parking courts and retain a human scale appropriate to the village setting. However, these buildings should feature roofscape designs that helps to frame the space as well as inform

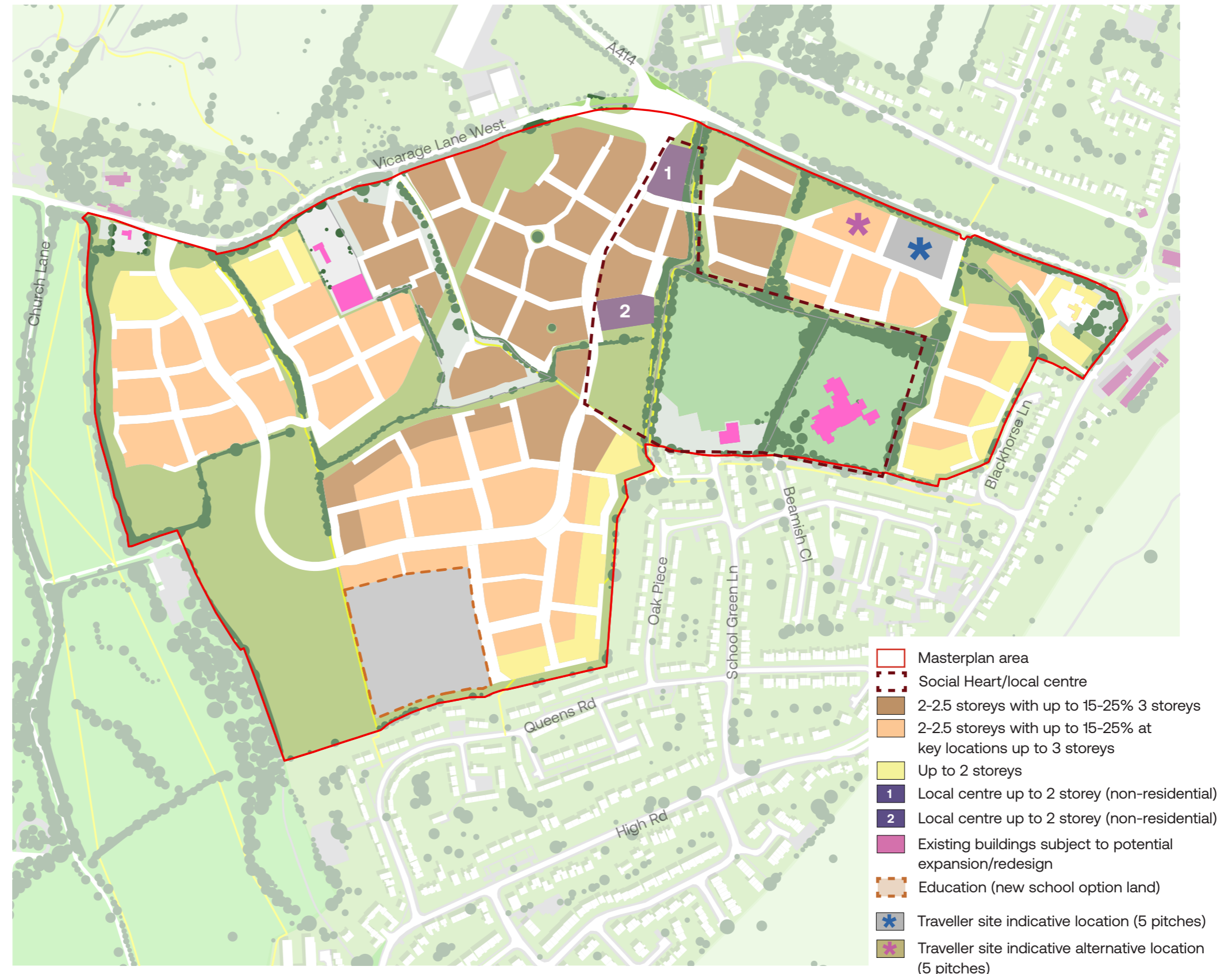


Figure 6.29 - Building heights framework (illustrative and indicative)

their focal importance and differentiate them from surrounding homes

- Across the majority of the SMF, building heights will be 2/2.5 storeys, with occasional 3 storey townhouses or apartment blocks. These should coincide with areas specified at a higher residential density level, and a % of the built form is given in the mandatory spatial framework plans
- Towards sensitive edges, and in the context of heritage assets, building heights will reduce to 2 storeys. For example in the immediate context of St Andrew's church and Tylers Farmhouse where building scale should reduce and views should be aligned (for example along streets)
- Likewise, the proposals should demonstrate that they retain glimpsed views of the surrounding countryside, as an important visual connection between the village and its setting
- If the proposed option for a new school comes forward, the school building will be up to 2 storeys. If this option land does not come forward, the land will revert to residential at an appropriate height to the rest of the SMF area.

### Proposed building heights

The building heights mandatory spatial framework plan proposes that residential development is limited to a maximum of three storeys in height across the majority of the SMF area enabling a mix of 2, 2.5 and 3-storey homes, as is typical in the village.

The greatest scale, in terms of building heights up to 3 storeys, is located around the A414 gateway and Social Heart, to provide an appropriate entrance into the site and to frame the Social Heart.

Within the 2-2.5 storey height areas, a % is given for buildings up to 3 storey. Within the higher density parts of the SMF this is envisaged as occasional apartment blocks primarily. Within the medium density area this is envisaged to aid the creation of marker buildings at key locations, which could include apartments and townhouses.

The local centre buildings should be restricted to a maximum of 2 storey for non-residential uses to reduce the need for additional residential parking courts.

Parts of the SMF area in the vicinity of St Andrew's Parish Church, Church Cottage, Tyler's Farmhouse and White Cottage are restricted to a maximum of 2 storeys to maintain views of and respect the setting of these Listed Buildings. Sensitive edges with existing homes should also be restricted to a maximum of 2 storeys.

If the new school option land comes forward, the school building should be up to 2 storeys.



## 6.10 Sustainability principles

### Introduction

Sustainability and Energy are at the forefront of new national policy with the introduction of the National Planning Policy Framework (the NPPF) which sets sustainability at the heart of the planning system, making it clear that the purpose of the planning system is to contribute to the achievement of sustainable development

The NPPF was introduced in March 2012 to set out government planning policy for England, removing all regional-level planning policy in favour of a framework within which local people and their accountable councils can produce their own distinctive local and

neighbourhood plans, which reflect the needs and priorities of their communities.

A number of iterations have since been published. The Framework was revised in September 2023, replacing the previous update in July 2021. All new Local and Neighbourhood Plans and reviews must align with the policies of the Framework 2021. The Framework states clearly that the purpose of planning is to help deliver sustainable development and defines three mutually dependent pillars that must be equally considered in order to achieve this:

- Economic
- Social
- Environmental.



There is a clear focus upon:

- Promoting high-quality design for new homes and places
- Offering stronger protection for the environment
- Constructing the right number of homes in the right places
- Focusing on greater responsibility and accountability of councils and developers for housing delivery.

In addition, specific national guidance on building design is found within The Energy Performance of Buildings Directive (Directive 2002/91/EC), which has been the main policy driver for reducing energy use for heating, cooling, ventilation, hot water and lighting in buildings. The Directive requires the application of a methodological framework for calculating the energy performance of buildings.

The proposal will also need to meet the standards set within Building Regulations Approved Document Part L - Conservation of Fuel and Power in New Dwellings/New Buildings other than Dwellings, respectively for the residential and non-residential elements. These standards include a minimum level for regulated carbon emissions defined by the Target Emission Rate (TER) which relate to a 'Notional Building', automatically generated as part of the Standard Assessment Procedure (SAP) toolkit. In addition, there are minimum levels of fabric efficiency set by the Target Fabric Energy Efficiency rating (TFEE) under the SAP methodology.

Building Regulation's Part L was recently updated on June 15th 2022, these regulations have revised the Part L calculations methodology. This includes much-improved carbon factors which will greatly benefit fully electrified sites' carbon emissions but will require new homes to produce around 31%. There are a number of key changes as part of the update, the most significant relating to the fuel emission factors. Gas has remained approximately the same as under the 2012 version but the carbon factor for grid-derived electricity has reduced by 73%.

These changes are likely to result in electric or heat pump-derived heating and hot water becoming the standard industry approach for future developments, particularly as the country moves away from grid-derived gas. This will be an important consideration when reviewing appropriate building services strategies for development.



All streets should be designed to reduce traffic speeds and provide safe and attractive walking and cycling routes.

## Essex Design Guide

The Essex Design Guide includes guidance on sustainable design, setting out the principles to deliver high-quality sustainable development. This includes the influences on sustainable design, as set out below and in figure 6.30 opposite:

- Spatial criteria
- Buildings and site criteria
- Community criteria.

In terms of spatial criteria, the Essex Design Guide states, *"development opportunities offer urban areas the chance to support a more sustainable future. The built environment can be made more accessible to the ageing population, the adaptability of homes and spaces can be enhanced and assistive technology options can be incorporated into designs. And while many elements of sustainable design – such as closely integrated mixed-use developments or environments that promote walking and the use of public transport – benefit the entire population, it's also true that they almost always promote activity and wellbeing in older people"*.

*"Preserving the hierarchy of densities within different types of urban place (such as urban centres, neighbourhoods and urban extensions) is fundamental to ensuring that they perform to their social, economic and environmental potential. In a similar manner, the preservation of relevant densities helps to ensure that areas not as well-connected to public transport and local services do not*

Development Criteria	Sustainability objectives	Incorporated into SMF
Spatial criteria	Walkable neighbourhoods and good access to public transport	✓
	Resource efficiency in use of land density	✓
	Improving local services and job opportunities	✓
	Mixed-use development	✓
Buildings and site criteria	Minimising waste	Requirement of future applications
	Reducing pollution	Requirement of future applications
	Sustainable construction, sustainable drainage and energy efficiency	✓
	Water conservation	Requirement of future applications
	Conserving and enhancing biodiversity	✓
	Smart infrastructure and connectivity	Requirement of future applications
Community criteria	Mixed communities	✓
	Social cohesion	✓
	Neighbourly urban design	✓
	Safe public areas	✓
	Green spaces	✓
	Digitally connected communities	Requirement of future applications

Figure 6.30 - Essex Design Guide sustainability objectives (©ECC)

*become 'over-developed' in regard to their local context"*.

*"Dwellings and principal communal spaces should be orientated to ensure sunlight for part of the day, creating a balance of natural and artificial light. Ensuring green amenities are orientated to make best use of the sun will encourage residents to venture out and use outside spaces"*.

With regards to buildings and site criteria, the Essex Design Guide states, *"as much as 95% of the national housing stock is*

*not fully accessible – and it is considerably challenging to retrofit existing stock so as to allow people to live independently as they age. Good design inside the home is therefore of extreme importance, irrespective of whether the primary use is as a family home or one with a care-package specifically attached or delivered. Small changes are often enough to help vulnerable groups feel more independent, providing an environment that is clearly defined, easy to navigate and feels safe".*

The Essex Design Guide also addresses layout principles and how these can be tailored to become more sustainable through passive design - the optimisation of the layout and orientation of new buildings, maximising natural environmental factors to help reduce energy needs.

Key layout principles:

- All developments should be permeable, connecting well with the existing walking

cycling networks both within and outside the development

- Community facilities and strategic open spaces should be co-located within easy access of the new community
- Residential layouts should encourage walking and cycling with direct routes. Nodal points and the core should provide flexible community amenities
- All new developments should be well connected to digital infrastructure
- Covered and secure cycle parking should be located in prominent locations
- All new homes should be designed to cater for all ages and a range of physical and mental abilities
- Sustainable energy systems and supplies should be designed into the layout of developments.



## Masterplanning for sustainability

Sustainable masterplanning is at the heart of the SMF for North Weald Bassett. This section looks at the following strategic topics:

- Block design
- Street design
- House design and energy use
- Nature and biodiversity
- Flood risk and drainage.

### Block design

In local/town centres urban blocks are found to be more compact, resulting in a finer urban grain. Plot sizes are therefore smaller and located in close proximity to one another. However, suburban blocks can be found to grow larger in plot size, changing the urban grain to become fragmented. The National Model Design Code advises that new development should continue to be sympathetic to the existing grain of a context, and therefore block design must respond to this.

Blocks can be developed with buildings of different sizes, based on the arrangements of plots. A larger number of smaller buildings can create greater variety and visual interest' (National Model Design Code. Guidance Notes. p. 31). Designs of mews, courtyards and cul-de-sacs are most appropriate in local contexts where there is little vehicular movement and congestion (National Design

Guide p.23).

The National Design Guide describes well designed places to include 'compact forms of development that are walkable, contributing positively to well-being and placemaking' (p. 18).

Compact forms of development are successful in making destinations accessible by several modes of transport, most importantly sustainable modes like walking or cycling. By integrating compact design in to new development, dependency levels on car use can be decreased, as compact block designs helps to support the use of local public transport. It also brings together the community to increase footfall and support local services, therefore improving local economies (p. 19, National Design Guide).

Block design should also consider potential building orientation and shadowing, to assist with provision of natural light and efficient sustainable energy use, however there will be a balance with wider placemaking and urban form aspirations.



National Model Design Code block design examples  
(©MHCLG)

## Street design

Public spaces are made up of streets and other spaces. That is why it is vital to design streets that are inclusive to all, attractive and welcoming, safe and well-lit. Streets make up important spaces for social interaction and civic inclusion and they should be designed with this in mind, as encouraged by the National Design Guide.

Designing for mixed use and compact neighbourhoods encourages users to adopt active lifestyles, as they can carry out their day to day needs within smaller catchment areas. This increases the use of sustainable transport modes and limits the impact of cars on air quality and street as social places. Overall this can reduce the overheating of built up areas (National Design Guide, p. 22, 42-44).

Trees and lighting should be designed together, as light can create a better sense of awareness and security whilst trees offer beauty to a setting, as well as enhancing mental well-being. Street trees also help to improve air quality, as well as providing shade in hotter months. This is especially important nearby buildings, as the shade from trees can provide protection from overheating. With the constant threat of climate change, improving air quality and sequestering carbon are vital.

Layouts should be connected (with direct routes to key destinations), permeable, traffic-calmed and inclusive. Vehicular traffic should be controlled using traffic-calming and forms of street design that restrict traffic speeds to 20mph limits.

A hierarchy of streets should be evident in proposed layouts, with primary streets

including a larger proportion of buildings that face onto the street, to create a more interesting, attractive and better surveilled environment. Tree-lined boulevards can be an effective and attractive solution for busy yet civilised urban streets.

Parking in developments and on streets should 'stay up to date with rapidly advancing electric car technology' (Homes England. Building for a Healthy Life. 2020. p. 21).

## House design and energy use

A well designed home or building adopts features that help to reduce greenhouse gas emissions and therefore supports sustainable lifestyles. 'They have good ventilation, avoid overheating, minimise sound pollution and have good air quality, while providing comfort and personal control for their users.' (MHCLG. (2020). National Design Guide. p.39)

The National Model Design Code emphasises the need for renewable energy sources to be maximised and where appropriate, for homes and buildings to have a 'fabric first' approach (p. 34, National Model Design Code). Furthermore, sunlight can be used for solar energy generation and is not limited to solar farms, but can be incorporated in to development frameworks. The National Model Design Code (Guidance notes, page 78) explains that south-facing roof space and the use of reflective surfaces are successful in maximising opportunities for solar generation.

Orientation is another design tool that allows for good levels of natural lighting in to habitable rooms. 'Careful modulation

of heights and roofscape can maximise the sunlight to each unit' (MHCLG. (2021). National Model Design Code. Guidance notes. p.78). This also helps to stagger the heating of homes, but measures must be taken to ensure a good standard of natural ventilation across homes and buildings.



The design of windows can help in tackling the reliance on mechanical ventilation. Glazing on windows should be sized appropriately. There are opportunities in architecture to design external shading features or allow provision for installation of shading devices in future (MHCLG. (2021). National Model Design Code. Guidance notes. p. 80).

As outlined by the National Design Guide, well-designed homes or buildings should (p. 43, National Design Guide):

- Use energy efficient mechanical and electrical systems
- Make use of renewable energy including solar panels, and heat pumps

- Use LED lighting and heat recovery systems
- Allow for IT advances and app-based solutions to provide increased ownership
- Reduce the demand for non-sustainable energy sources.

## Nature and biodiversity

The National Design Guide describes well-designed places to have integrated existing natural features in to their proposals as well as incorporated new and multi-functioning elements in to design. Such places prioritise nature, support existing ecosystems and biodiversity, and incorporate water management, climate mitigation and resilience in to design, all whilst maintaining a good quality of place (p.26).

The guide also advises the most important element of a well-designed development; that biodiversity is not only supported at neighbourhood level, but at street and household level.

This is an imperative point to consider when developing sites going forward (National Design Guide, p.28).

Looking at the role of nature and biodiversity overall, masterplans should look to design networks of green infrastructure that allow for recreation, biodiversity enhancements and protection and provide a setting of beauty and quality. They should holistically design for spaces from doorsteps and private gardens, to the surrounding countryside.

This is a vital part of masterplanning for sustainability (MHCLG. (2020). National Model Design Code. Guidance Notes. p.26).

In accordance with Policy DM2: Epping Forest SAC and Lee Valley SPA, the SMF and future development proposals will assist in the conservation and enhancement of the biodiversity, character, appearance and landscape setting of the Epping Forest and Lee Valley. The proposals will ensure no adverse effect on the integrity of the Epping Forest SAC and the Lee Valley SPA.

### Flood risk and drainage

The development sites should feature Sustainable Urban Drainage Systems (SuDS). SuDS should make use of or contribute to the natural setting and landscape features.

‘Well-designed places have sustainable drainage systems to manage surface water, flood risk and significant changes in rainfall. Urban environments make use of ‘green’ sustainable drainage systems and natural flood resilience wherever possible’. (MHCLG.

(2020). National Design Guide. p.44)

SuDS with multi-functional uses need to be prioritised (MHCLG. (2021). National Model Design Code. Guidance Notes. p.23). This can mean that land is used efficiently attenuation features may double up as spaces for recreation and biodiversity enhancement. Therefore, the importance of planning for SuDS in the early stages of development remains, as ease of access to maintain these spaces and integrate them well with other development features will surely be required (MHCLG. (2021). National Model Design Code. Guidance Notes. p.23).

In order for sustainable drainage systems to work effectively, water management systems needs to be in place to maintain healthy water systems. Water features can work to form the larger landscape of a place and contribute to biodiversity and drainage. They also make places like green open space more attractive and ‘provide opportunities for play, interaction and relaxation.’ (MHCLG. (2020). National Design Guide. p.28).



It will be necessary as part of future detailed planning applications, for proposals to not only accord with the principles of the SMF, but also the current Flood Risk Policy and data that is available at the time of the planning application.

### Local policy

The Framework provides information to local authorities on how to implement the policies of the NPFP and approach to specific policy aims. The Epping Forest District Local Plan 2011-2033 was adopted by the Council on 6 March 2023, replacing the previous Local Plan which had initially been released in 1998 (updated in 2006 and 2008). Several specific policies are referenced:

#### Policy T1 Sustainable Transport Choices

Development should minimise the need to travel, promote opportunities for sustainable transport modes, improve accessibility to services and support the transition to a low-carbon future

#### Policy DM19 Sustainable Water Use

The development will need to demonstrate that:

- i) water saving measures and equipment will be incorporated in all new development;
- ii) new homes (including replacement dwellings) meet a water efficiency standard of 110 litres or less per person per day; and
- iii) new non-residential development of 1,000 square metres of gross floor area or more aims to achieve at least a 30% improvement

over baseline building consumption.

The standards set out in Part A(ii) and (iii) will apply unless, in exceptional circumstances, it can be clearly demonstrated that it would not be feasible on technical or viability grounds. Where new national standards exceed those set out in Part A, the new national standards will take precedence.

#### Policy DM20 Low Carbon and Renewable Energy

The incorporation of low carbon and renewable energy measures in new and existing development will be encouraged with regard to both standalone installations and micro renewables integrated into development.

Proposals for the provision of low-carbon and renewable energy technologies will be supported where they:

- iv) do not have any adverse impact on the integrity of any European sites, wildlife sites, protected species or habitats or the openness of the Green Belt;
- v) demonstrate how any impacts on the environment and heritage assets, including cumulative landscape, noise, visual, air quality and emissions, and traffic generation impacts can be avoided or mitigated through careful consideration of location, scale and design; and
- vi) the benefits of the proposal are clear with regard to the amount of heat or electricity generated and consequential reduction in greenhouse gases, and the local individual or community benefit.

Strategic Masterplans should demonstrate how the development will employ on-site low-carbon or renewable technologies, and/or other energy efficiency measures (for example, infrastructure to connect to an existing or future planned decentralised energy network) to help meet national and Local Plan energy and carbon reduction objectives.

### **Policy DM11 Waste Recycling Facilities in New Development**

All development which generates waste will be required to make on-site provision for general waste, the separation of recyclable materials and organic material for composting. The on-site provision must:

- i) ensure adequate dedicated internal and external storage space to manage the volume of waste arising from the site;
- ii) provide accessible and safe access to on-site storage facilities, both for occupiers and collection operatives including vehicles; and
- iii) be located and screened to avoid nuisance and adverse impact on visual and other amenities to occupiers and neighbouring uses; and
- iv) for mixed-use development, suitably separate household and commercial waste.

### **Policy DM16 Sustainable Drainage Systems**

All proposals for new development must seek to manage surface water as close to its source as possible using the most

appropriate sustainable drainage systems solution, or combination of solutions, taking into account site-specific circumstances and the Council's preferred drainage hierarchy (store rainwater for later use, infiltration techniques, attenuation ponds or open water features for controlled release and attenuation tank storage).

The Council will encourage the use of green, brown and blue roofs. All major development proposals will be required to submit a drainage strategy to identify the most appropriate drainage solutions. Greenfield development proposals will be required to reduce surface water flows to the 1 in 1 greenfield run-off rate and provide storage for all events up to and including the 1 in 100-year critical storm event including an allowance for climate change, and include at least one source control sustainable drainage systems measure resulting in a net improvement in water quantity and quality discharging from the site to a sewer and/or a watercourse.

Where sustainable drainage systems cannot be implemented due to site constraints (such as land contamination) robust justification must be provided along with proposed alternative approaches to surface water management. Where particular sites and the wider catchment have identified existing flood issues, the implementation of good practices on Natural Flood Management must be explored.

### **Policy DM1 Habitat Protection and Improving Biodiversity**

All development should seek to deliver net biodiversity gain in addition to protecting

existing habitats and species. Development proposals should seek to integrate biodiversity through their design and layout, including, where appropriate, the provision of connections between physical and functional networks.

Development proposals must seek to avoid harm to, protect and enhance natural habitats, species, areas and corridors for biodiversity. Developments are not permitted where significant impacts cannot be mitigated on areas of international and national designation. Negative impacts to local designated areas are permitted if the benefits of the proposed development clearly outweigh the value of the ecological feature.

### **Policy DM5 Green and Blue Infrastructure**

Development proposals must demonstrate and provide sufficient evidence that they have been designed to:

- i) retain and where possible enhance existing green and blue infrastructure assets, including trees, hedgerows, woods and meadows, green lanes, wetlands, ponds and watercourses and improve the connectivity of habitats;
- ii) use native species where appropriate and control of non-native invasive species;
- iii) incorporate the appropriate provision of new green and blue infrastructure assets or space;
- iv) provide pedestrian/cycle access to existing and new green/blue infrastructure; and
- v) enhance the public realm by retaining/provisioning trees in built-up areas.



### **EFDC sustainability guidance checklist**

In September 2019, EFDC declared a Climate Emergency and believes that in order to meet future climate targets, all new buildings must operate at net zero carbon emissions by 2030.

The EFDC Sustainability Guidance & Checklist for Major Developments provides guidance for new developments in achieving EFDC's aim of net zero carbon, promoting good and best practices. Section 5 below goes through the Checklist within this document, highlighting sustainability areas.

The Sustainability Guidance Checklists provided in the 'EFDC Sustainability Guidance & Checklist for Major Developments' indicate the quality of design commitments or goals in the proposed development in line with the District's standards. Using this guidance ensures a holistic approach to sustainability being considered across the proposed development.

The themes of the checklist are:

- Energy efficiency and carbon
- Green infrastructure
- Sustainable movement
- Water management
- Circular economy
- Waste management
- Air quality.



## SMF response and aspirations

The SMF seeks to respond positively to the climate change emergency, through a holistic approach to sustainability. This approach includes:

- Building a strong and competitive economy - through direct local employment opportunities and indirect benefits, as well as the benefits on the local and wider economy as part of the construction of the proposal
- Delivering a wide choice of high quality homes - through a varied and high quality mix of homes and typologies including affordable dwellings with a fabric-first approach and a well designed and sustainable public realm. Homes should be future proofed in readiness for climate change and efficiency. Local amenity and accessible green spaces will help underpin a vibrant, integrated new community, contributing to healthy lifestyles and well-being
- Promoting sustainable travel - encouraging sustainable transport options and local living. Ease of access to a range of new and existing village facilities, with public transport links to surrounding towns and villages
- Requiring good design - creating a connected and inclusive community with high quality new homes and public realm.
- Promoting healthy communities - encouraging good health and well-being for residents and local people, with safe and accessible links to local facilities. A key concept is the provision of green infrastructure and the Social Heart to ensure all homes are within 150m of a green space

- Meeting the challenge of climate change and flooding - mitigates the impact of and adapting to the future challenges of climate change. The proposal should minimise carbon emissions and embodied carbon. Flooding, droughts and overheating should be considered as part of the proposal. Passive Solar Design principles should be considered, with natural ventilation where possible.
- Conserving and enhancing the natural environment - a strong green infrastructure strategy provides excellent adaptation benefits for climate change as well a range of green spaces. The development of the SMF will provide an improvement in biodiversity and ecological habitats
- Conserving and enhancing the historic environment - the SMF will aim to reflect the historic environment of North Weald Bassett, with appropriate settings to listed buildings within and beyond the site boundary.
- Integrating SuDS through provision of swales and attenuation ponds across the area.

Based upon the EFDC guidance checklist, the following elements set the aspirations for the North Weald Bassett SMF:

### Energy efficiency and carbon (EN.2, 3)

The development should target BREAMM Communities carbon embodied targets.

### Green infrastructure

Each developer/land owner will need to appoint an ecology consultant to prepare a Biodiversity Net Gain (BNG) assessment of their proposal. They will need to provide commentary for any necessary mitigation or green infrastructure recommended for implementation as part of an ecology report.

### Sustainable movement

Each developer/land owner will need to appoint a traffic consultant to determine high quality travel networks, sustainable access and cycle parking in the proposal. This may be achieved through a Sustainable Travel Plan and a Transport Assessment.

### Water management (W.4, 5)

The development should target the following water management commitments:

- Internal potable water use
- Installation of water-saving devices including water efficient taps, WC's and showers
- Provision of water butts with grey water recycling and harvesting (where possible).

Each developer/land owner will need to appoint a drainage consultant to assess the suitability of SuDS measures appropriate and calculate the percentage of hard surfaces across the proposal. New homes to meet a water efficiency standard of 110 litres or less per person per day - developers should seek to reduce this where possible.



### Circular economy (CE.1, 2, 3)

The SMF encourages the reuse, recycling and reduction both on and off-site of as many materials during construction, operation and disassembly as possible, to increase the sustainability of the proposal.

This includes the following targets:

- Ethical sourcing of materials
- Consideration of the toxicity of materials
- Use of materials that can easily be extracted, recycled and manufactured.



### Waste management

The SMF encourages high recycling rates for construction, demolition, excavation and municipal waste.

Each developer/land owner will need to produce a Construction, Demolition and Excavation Waste Strategy.



### Air quality

Each developer/land owner will need to produce an Air Quality Assessment as part of their planning application.

It is recommended that each developer/land owner appoints an air quality consultant to determine in consultation EFDC's Environmental Health Officer the impact of the proposed development on the surrounding air quality to ensure both current and future residents are not exposed to unacceptable pollution levels.

### Path to Net Zero Carbon homes

Figure 6.31 illustrates a potential path to Net Zero Carbon Homes by 2030, utilising solar panels, air source heat pumps (ASHP), ventilation and battery storage etc.

The range of sustainability measures should be set out as part of future Reserved Matters applications.

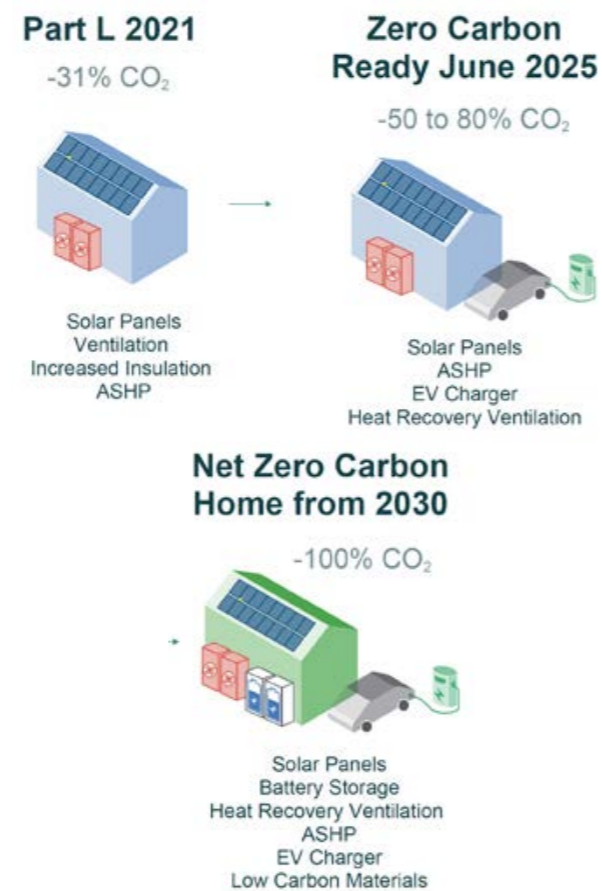


Figure 6.31 - Potential sustainability path to Net Zero Carbon homes 2030. The range of measures used will be addressed at the Reserved Matters stage

### Broadband

All new houses and businesses within the development will provided with broadband prior to the first occupation of each dwelling/business.

### Layout principles and form factor

Sustainable masterplanning is at the heart of the SMF for urban design layout and sustainability principles are essential aspects of creating attractive, functional and sustainable places, shaping the physical layout of a masterplan to encourage energy efficiency, social interaction and harmony with nature.

Form factor refers to the overall shape, proportional dimensions, and layout of buildings or blocks in relation to one another and to the surrounding environment. It can be used to help strengthen sustainable design principles.

The summary opposite illustrates various urban design and sustainability principles and how they should be applied to the masterplan and further detailed design work at North Weald Bassett.

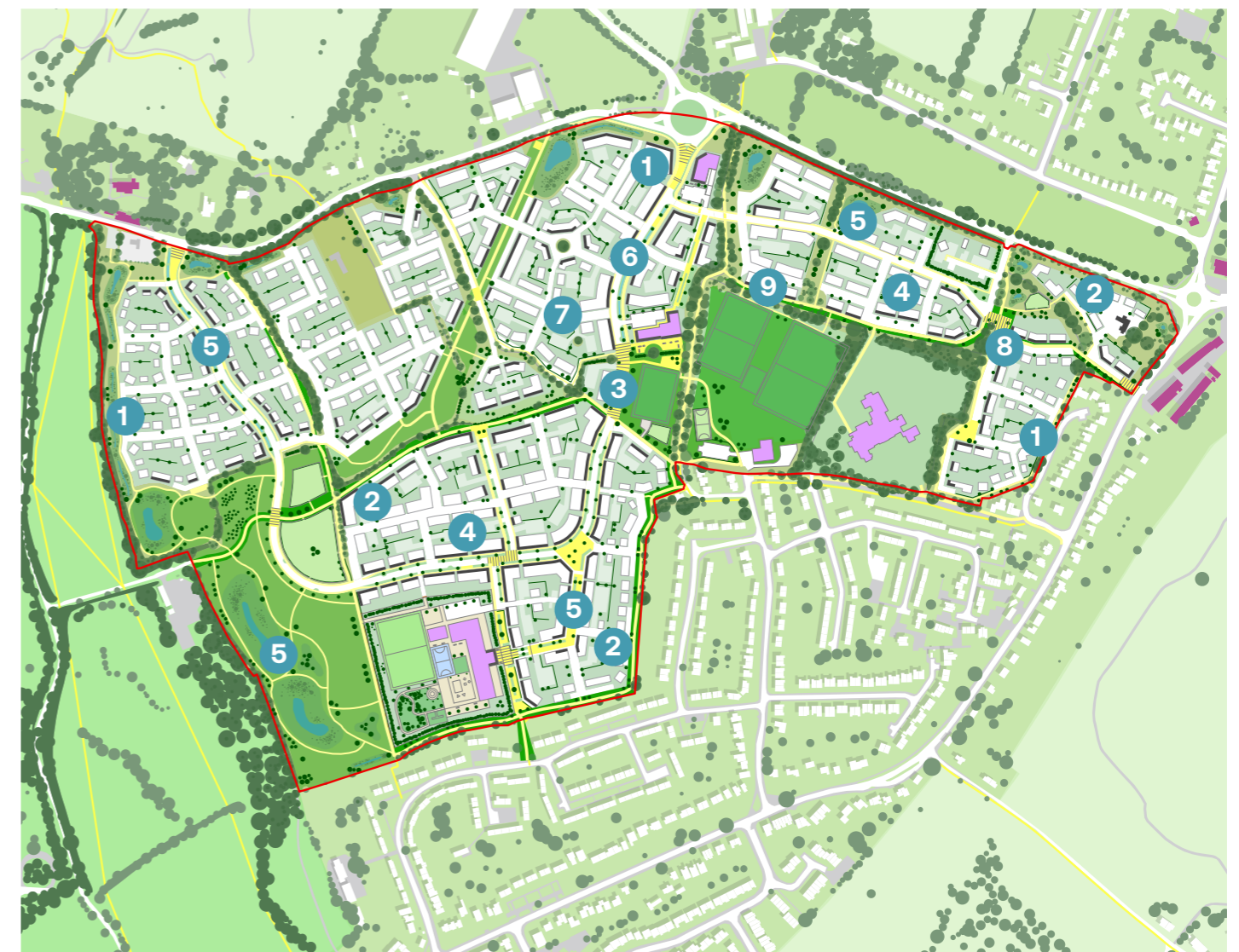


Figure 6.32 - Illustrative masterplan (indicative layout)

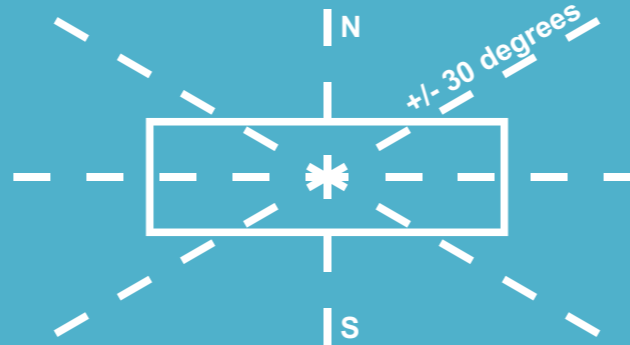
### 01 Variety of block types

Multiple block types to facilitate various densities and typologies and to promote townscape and responsive design



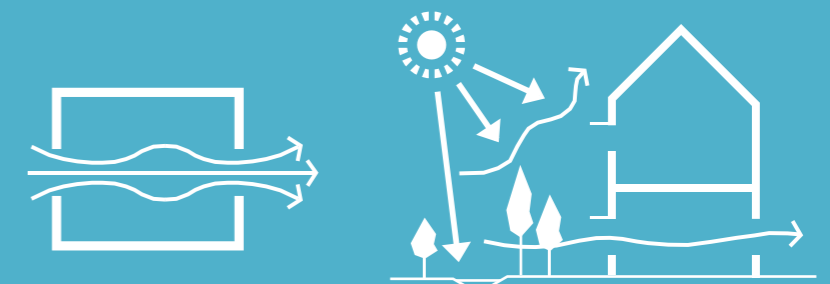
### 04 Orientation for solar gain

Where possible orienting largest building elevations to +/- 30° of south. Taking orientation into account of design and location of apartments



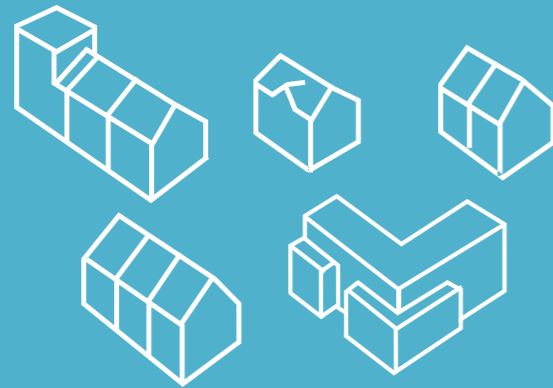
### 07 Natural light and ventilation

Maximising natural light and cross ventilation, and dual aspect where possible



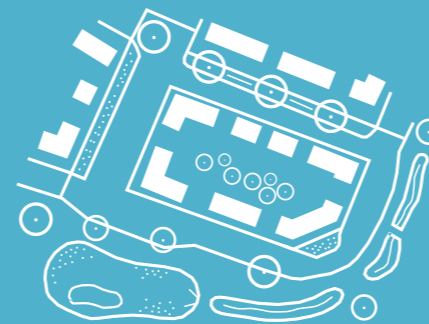
### 02 Mix of typologies

To create attractive and distinctive streets and meet the needs of the local community



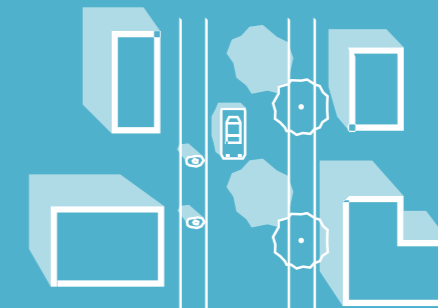
### 05 Sustainable drainage

To mimic natural drainage. Can include multi-functional SuDS, permeable surfaces, rain capture, street trees/ verges/swales and rain gardens along with basins and ponds



### 08 Sun and shade

Utilising built form and trees to provide shade within public realm, mitigating heat island effect. To provide south-facing dwellings with shading devices to manage building heat gain



### 03 Sustainable layout

Attractive, connected, coherent, safe and walkable with direct walking/cycling routes and nodal points. Including sustainable energy systems



### 06 Building line and street enclosure

Building line that responds to street hierarchy, with stronger continuity along key routes. More variation and setbacks on lower order routes and spaces



### 09 Protection from wind

Utilising both built form and new planting to protect residents and visitors from the wind





## 6.11 Framework Plan

The development framework is illustrated in figure 6.33 opposite, overlaid with the five development site boundaries for NWB.R1-R5.

This framework combines the individual framework layers to deliver the overarching vision and spatial principles for the SMF.

As set out in Policy P6 of the Local Plan, the SMF is identified to provide a minimum of 1,050 homes across five development sites, alongside new strategic infrastructure.

Proposals will be required to demonstrate how they accord with the framework and vision to create a high quality mixed use community.

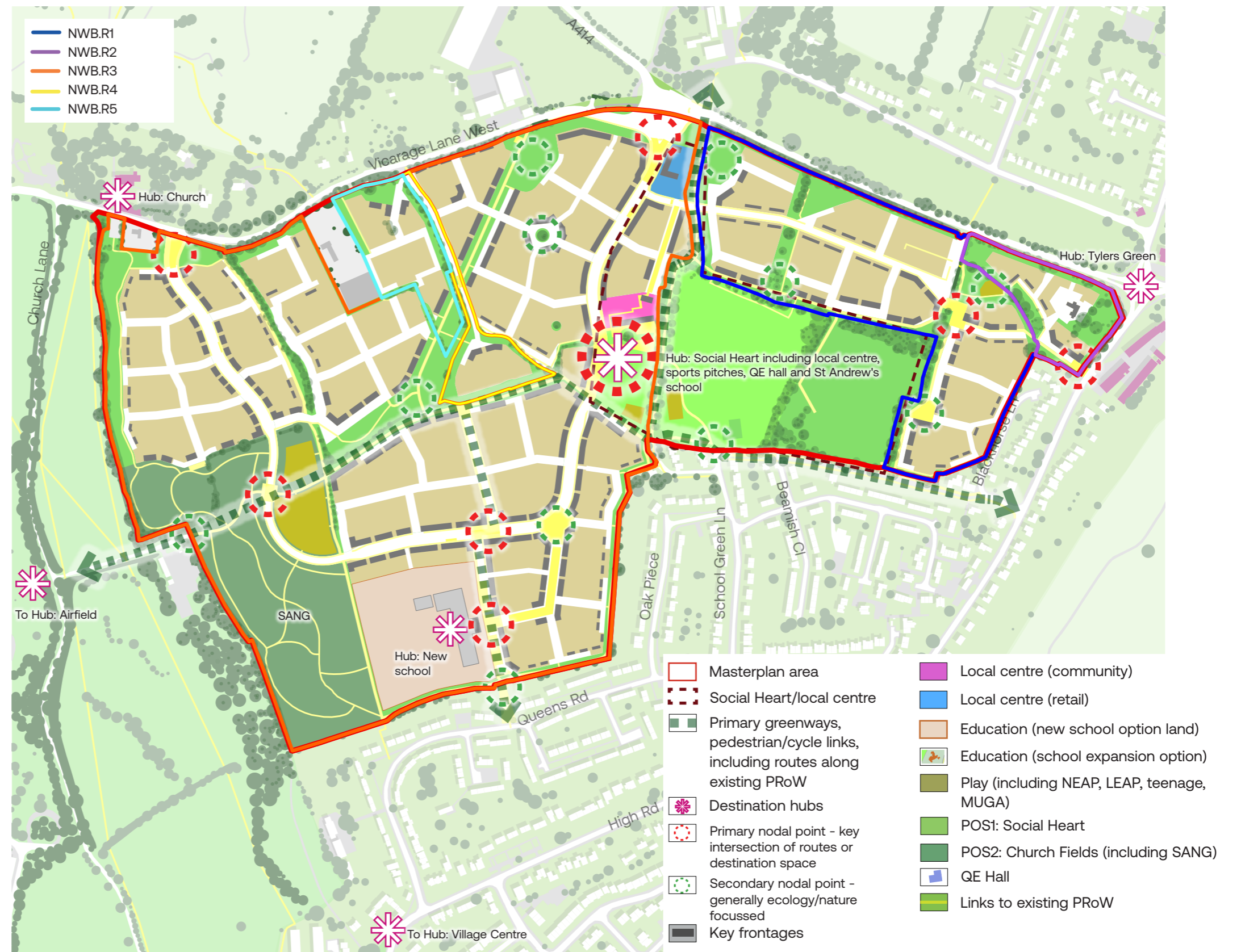


Figure 6.33 - Framework plan (illustrative and indicative)

# 7. Character area guidance

## 7.1 Character introduction

The following chapter sets out the aspirations and broad guidance related to character within the SMF area.

This SMF sets out the broad character areas across the SMF area. These will be further developed through future design codes which will guide the preparation of Reserved Matters or full applications, and should also consider the Design Guidelines for North Weald Bassett document (AECOM, 2019).



AECOM Design Guidelines for North Weald Bassett

### What do we mean by character

The character of the proposal is what will make it distinctive. It should reflect the identity of the existing village, protect and manage its green setting and heritage, and create locally appropriate buildings and spaces.

For the SMF, the proposed character and appearance, are fundamentally linked to the vision for the SMF area, that of a landscape-led masterplan, in order to help create a sense of place.

The SMF has also included a contextual review of the existing village, and what

makes North Weald Bassett special.

The character guidance in this SMF is split into 2 elements, landscape and built form, but these are not mutually exclusive. The landscape and built form character should overlap, helping to form the overall character of the proposal.

### Character of the proposal

The character of the proposal will be defined by:

- A landscape led proposal - retaining the existing landscape structure and creating a variety of multi-functional and substantial new public open spaces. The landscape should flow through the built form, with use of greenways, tree lined streets, soft boundary treatments and verges
- A village setting - responding to the discrete character of North Weald Bassett, with a density and scale that maximises the land available but does not dominate over the wider village
- A focal Social Heart - creating a new mixed use focus point for the village, offering a range of facilities including sports, health, education and leisure
- A pedestrian focussed public realm - with direct, safe pedestrian and cycle routes and a meandering primary street that runs through the heart of the proposal
- Excellent connectivity for pedestrians and cyclists - connecting key destinations around the village, including links to the Airfield Masterplan Area and High Road, and encouraging active travel over short car journeys

- Traditional architectural form - generally traditional in silhouette, with the opportunity for more contemporary openings (windows, doors, porches) and features including PV and ASHP to maximise energy efficiency

### Landscape character areas

Landscape should frame, book-end and permeate the proposal. The SMF area benefits from a strong existing landscape structure, formed of a variety of field sizes framed by mature trees and hedgerows.

This variety of field sizes should be reflected in the character, ranging from more open wide fields, to smaller scale, more enclosed spaces.

The green character should flow through the proposal, with an integrated approach to SuDS, street trees and verges.

Landscape design should be more natural on the western side of the site, in keeping with the adjacent local nature reserve and wider SANG area. Towards the centre and east of the site, the landscape design should feature more formal spaces, including the Social Heart.

The landscape character areas proposed are as follows:

- Primary open space 1 - Social Heart
- Primary open space 2 - Church Fields
- Greenways
- Principle gateways.

These landscape character areas are further explored on the following pages.

### Built form character areas

Built form character areas have been defined in order to explain how the layout can be expressed spatially, responding to key features in and around the SMF area. The character areas will help define distinct areas and aid legibility for residents and visitors.

It is important to note that character areas may vary in scale, form and density but that they are all connected by threads of consistency in terms of design approach. These consistent elements will include the overall vision, of a landscape-led scheme, as well as street design, for example the primary street passes through four separate character areas, helping to integrate and connect them.

At outline application stage the character areas will be further detailed to define, construct and regulate the sense of place and identity. This will include architectural treatment, hard and soft landscaping and built form materials.

At this SMF stage, the character areas help shape the fundamental form of the development in its local context.

The character areas proposed are as follows:

- Social Heart
- Vicarage Park
- Tylers Farm
- Bassett Meadows
- Church View.

These character areas are further explored on the following pages.



The character of the proposal will be landscape-led, with multi-functional and varied landscape character informing the built form, with green links that permeate through the SMF. Architectural form will be developed at through detailed design but will predominantly be traditional in style, with potential for contemporary elements. The green connections to the wider countryside are matched internally with every new home being no more than 150m from a major green space or greenway

## 7.2 Landscape character area guidance

This chapter will explain the character of the proposed open space and landscape within the SMF area. Each open space will be explained in detail according to the EFDC guidance providing sketch plans and visualisations. The open spaces within the SMF (refer to figure 6.4 p77) are:

- Primary open space Social Heart (POS1)
- Primary open space Church Fields (POS2)
- Greenways (GC1-10)
- St Andrews Gateway (G-SA)
- Southern Pedestrian Gateway (G-SP).

### Primary open space 1: Social Heart

The Memorial Playing Fields are situated to the north of the village and provide approximately 4 hectares (9 acres) of open space in a central location within the SMF. It currently provides a formal playing pitch, hard court, community centre and children's play space but is currently underutilised and does not benefit from passive surveillance.

It has a potential to offer:

- An opportunity to create a large focal green space for the residents of the village
- An opportunity to vastly enhance an existing green space that for a variety of reasons has not become a focal point

- It will become a social heart of the entire village with new community and sporting facilities, including new health provision, new multi-use building, potentially retail elements, improved sport and play facilities
- Located at key intersection of pedestrian/cycle routes through the site - east/west and north/south movement
- Overlooked by surrounding new development to improve natural surveillance - frontages around edge with lower order streets
- Selective thinning of scrubby vegetation around the memorial playing fields
- Variety of character areas in the surrounding built form, potential for slight increases in storey heights to aid surveillance
- Proximity to the spine road - currently the community facilities are on the western side of the spine road
- A village green - open to all.

It is not proposed to change the use of the Memorial Playing Fields but with new development there is an opportunity to enhance existing facilities and create a social focal point/heart to the SMF and village, in combination with new local centre use and additional sports pitch provision to the west of the byway.

By facing new development to the north and west onto the Memorial Playing Fields, it would enable it to function like a traditional village green for the benefit of both the existing and proposed community.

The western boundary of the Memorial Playing Fields is a byway lined by largely scrappy vegetation made up of self-sown trees and scrub with a few Category A mature hedgerow trees. The northern boundary is defined by a hedge and well developed tree line containing a mix of category B to U trees. Some of these are veteran trees or have tree preservation orders. It is proposed that the scrub vegetation and smaller trees are removed to create a more open character, giving greater prominence to the Memorial Playing Fields and providing more passive surveillance of this space and the byway.

The existing cricket and football pitches together with the children's playground could be upgraded through developer contributions.



View location



Figure 7.1 - Social Heart sketch view



Key plan



Figure 7.2 - Social Heart primary open space POS1

## Primary open space 2: Church Fields

An area of approximately 6 hectares (14 acres) in the south western corner of site R3, which is located on an existing right of way connecting the main village to St Andrew's Parish Church. More widely this land is located to the east of the Church Lane Flood Meadow Local Nature Reserve and provides wider access to the countryside beyond.

This land is suitable for a range of open space uses but is predominantly made up of natural and semi-natural green space to provide a transition into the wider countryside, including a SANG - the area west of the spine road (approximately 4.8ha) will be SANG. This multi-functional space will comprise SuDS basins and swales, footpaths and cycleways, a community orchard and areas of planting for biodiversity. Consideration should be given to the main rivers on the western and southern edges, with opportunities for enhancement and provision of natural buffer zones.

The lowest part of the Strategic Masterplan Area is the western edge, where surface water naturally flows. It is proposed that this land incorporates SuDS features as part of a site-wide, connected up SuDS strategy to control water run-off. SuDS features throughout the SMF create the opportunity to inform character through both areas of open space and street form.

Equipped play, in the form of a combined NEAP / LEAP, are proposed within the north east corner of the Church Fields (POS2), east of the spine road. This central location within the NWB.R3 site maximises accessibility. In addition, facilities for youth are also proposed in the same area providing a space that caters for all ages, genders and interests.



Key plan



View from southern edge of Church Fields looking north



Figure 7.3 - Church Fields primary open space POS2

## Green Corridors

It is proposed that a series of ten key green corridors, highlighted in figure 7.4, are created across the SMF area utilising existing hedgerows and public rights of ways, informal walking routes created by the local community, and the easement associated with the gas main corridor.

Collectively these green corridors facilitate pedestrian movement and where appropriate cycle access around the SMF area, through a direct, safe and attractive active travel network. They provide a mature landscape setting for the built form, landscape buffers which help screen the new development, integrate the land into the wider village, connect the two primary open spaces and provide wildlife habitat. They also ensure that every new resident lives within 150 metres from either a major open space or a green corridor, and have the potential to include SuDS elements where appropriate. The greenways will help provide BNG gain and protect existing ecology.

Figure 8.2 in chapter 8 sets out the overarching design guidance for the delivery of these green corridors, including elements relating to lighting. Where species surveys indicate these green corridors are used by bats for foraging and commuting, lighting design relating to these green corridors and / or in proximity to these corridors should take account of identified bat species informed by bat surveys.

A brief description of each greenway is listed below, to be further refined through detailed design:

- GC1. Western corridor - A recreational pedestrian route from the southern edge

of NWB.R3 through to the north west corner of NWB.R3

- GC2. St Andrew's church link - pedestrian/cycle link along the route of existing footpath, connecting from Queens Road to St Andrew's church
- GC3. Bee line - a wildflower rich linear park with pedestrian/cycle connections along its length
- GC4. North-south byway - an existing byway connection from The Pavilions to the A414
- GC5. North-south footpath to school - a re-routed PRow offering enhanced

pedestrian connections through the SMF area to St Andrews school

- GC6. School byway link - an existing byway connecting from Blackhorse Lane to The Pavilions
- GC7. East-west artery - a new principle east-west pedestrian and cycle link across the SMF, connecting from GC6 through to North Weald Airfield
- GC8. South-eastern perimeter - a re-routed PRow with shared pedestrian/cycle access connecting from the southern pedestrian gateway through to the Social Heart

· GC9. Queens Road pedestrian walkway - North-south route along providing a green pedestrian/cycle focused edge/front to the primary school and beyond through to GC7.

· GC10. East-west link - an additional east-west pedestrian and cycle link that runs along the southern edge of NWB.R1 connecting from GC4 to GC5.

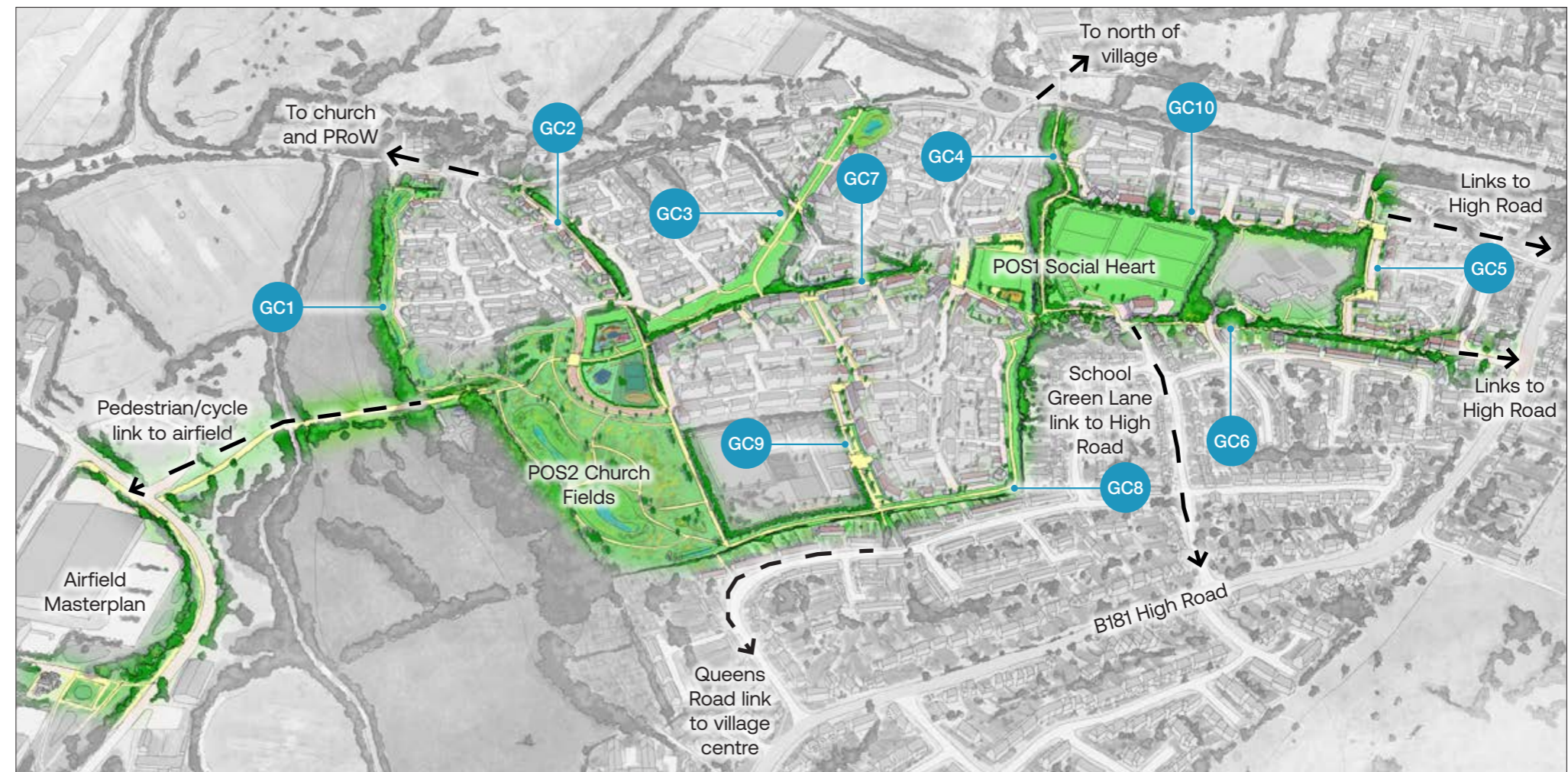


Figure 7.4 - Green corridors

In addition to this brief description, further detail is provided on corridors 3, 4, 7, 8 and 9:

**GC3. Bee line** – Buglife, a conservation charity, have started an initiative called b-line. This encourages the creation of a series of ‘insect pathways’ running through the countryside and towns, along which they plan to restore and create a series of wildflower-rich habitat “stepping stones” to weave across the British landscape. These are intended to be suitable for bees, butterflies and other pollinators. The SMF area borders one of Buglife’s insect pathways and it is proposed that the gas easement be designed to include a mix of naturalistic, bee friendly planting adding biodiversity, colour and interest to this corridor. This corridor would extend into the Church Fields natural green space proposed in site R3 and the Church Lane Flood Meadow local nature reserve.

**GC4. North-south byway** – As an existing green corridor the proposals retain the general character of the route. Some clearance of lower scrub is proposed to open up the byway providing higher visibility and visual connection across the site.

**GC7. East-west artery** – A core component of this masterplan is the creation of a new east-west route running through the centre of the SMF area, with the aim of connecting Tylers Farm, St Andrew’s Primary School, future employment development at the Airfield, the two primary open spaces and access to the wider countryside. An informal east-west walking route has already been created by the local community through sites R1 and R3. It is proposed that this route is formalised as a main pedestrian and cycle corridor through the development incorporating the existing tree line and

hedgerows.

This route would be tarmacked and lit so that it is suitable for use all year round.



Linear park, Beaulieu Chelmsford

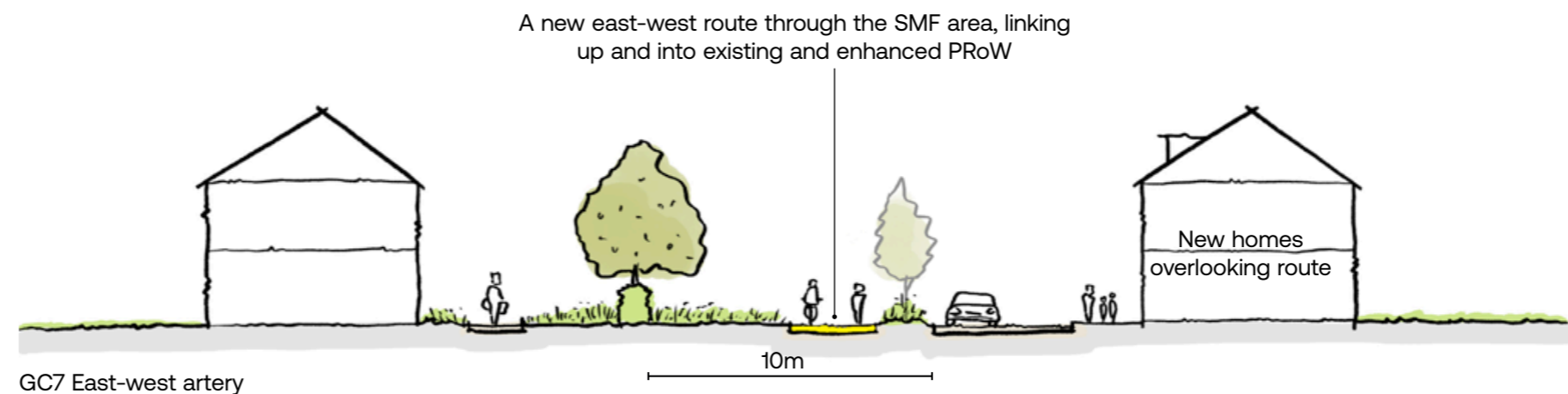
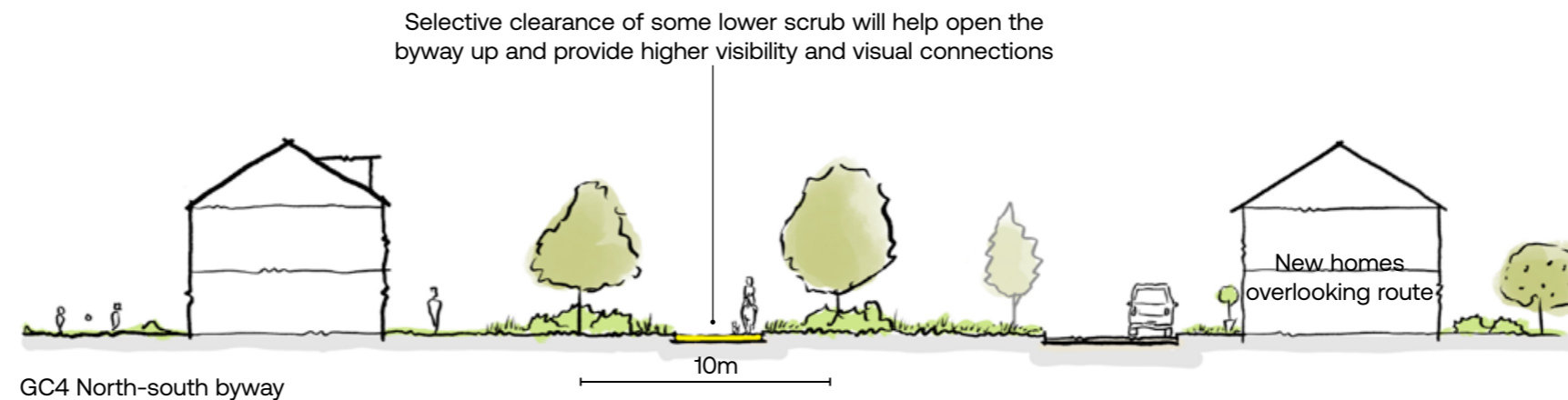
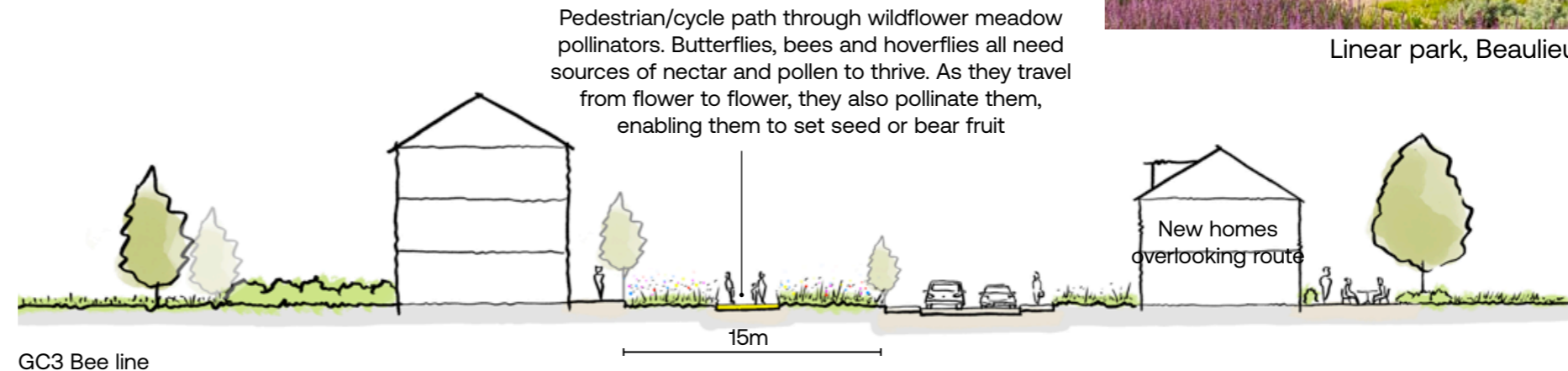
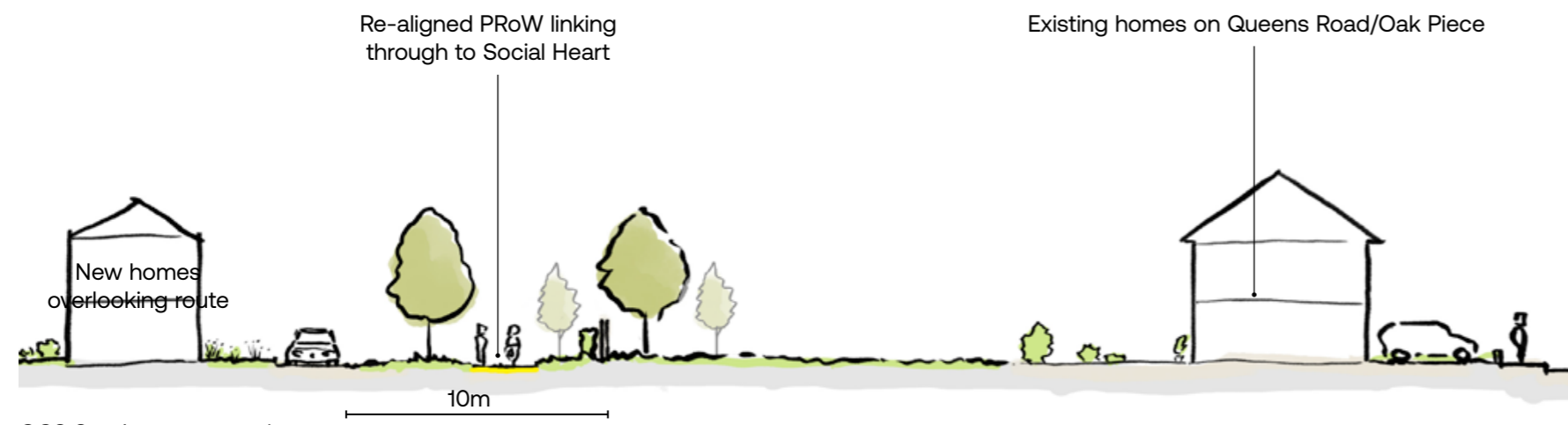


Figure 7.5 - Green corridors cross sections

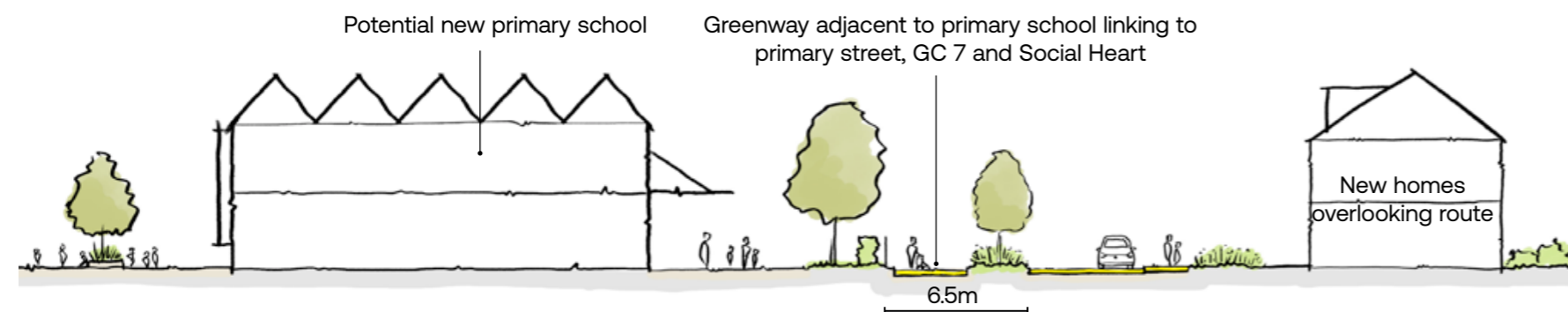


**GC8. South-eastern perimeter** – It is proposed that the existing PRow and informal routes around the southern edge of site R3 form part of a green corridor to provide a buffer to avoid overlooking and loss of privacy. This corridor would include a hard surfaced route for use all year round with low naturalistic planting and careful placement of trees to maintain an open feeling for people walking and natural surveillance, whilst simultaneously providing some screening of new homes for existing residents.

**GC9. Queens Road pedestrian walkway** – There is an existing public footpath into the R3 site from Queens Road. It is proposed that this is utilised to create a pedestrian walkway leading to the new east-west artery. This will be a formal surfaced route suitable for use all year round and be a key pedestrian and cycle link between the village centre and new facilities.



GC8 South-eastern perimeter



GC9 Queens Road greenway link

Figure 7.6 - Green corridors cross sections

## Landscape gateways

The two principle landscape gateways are the St Andrews Gateway (G-SA) and the Southern Pedestrian Gateway (G-SP) as illustrated below and described opposite. The remaining gateways are illustrated in the placemaking and wayfinding framework plan figure 6.23, p.96.

The final design and delivery of these green corridor and gateway spaces will be the responsibility of individual landowners/ developers and brought forward as part of future planning applications.

To ensure consistency of approach across landownerships and individual developments, planning applications are expected to demonstrate conformity with the proposed Landscape Structure and delivery matrix at the end of chapter 8.



Figure 7.7 - Landscape gateways

### St Andrew's gateway (G-SA)

Located off Vicarage Lane West, this new vehicular access to the SMF area is intended to be low-key and incorporate a green edge to St Andrews Church. Built development reduces in height and density towards this edge. The streetscape design has been aligned to afford a vista to the church along the primary street.



Figure 7.8 - St Andrew's gateway G-SA

### Southern pedestrian gateway (G-SP)

Located on the southern edge of the SMF area, and immediately north of Queens Road this pedestrian and cycle focused gateway connects the SMF to the existing village centre to the south.

It forms an arrival space at the intersection of 2 pedestrian/cycle routes - GC8 and GC9 and includes frontages for the land reserved for a new primary school.

The public realm will be pedestrian and cycle focused, uncluttered and attractive, with potential for a public square around the potential school entrance. The gateway should offer places to meet, stop and sit.



Figure 7.9 - Southern pedestrian gateway G-SP

## 7.3 Built character area guidance

### Overview

The character areas are principally involved in shaping the fundamental form of the development and its immediate context. These principles should be further expressed at the Design and Access Statement and Design Coding stages through the use of architectural form, details and a material palettes.

The proposed character areas are intrinsically linked to the site attributes, and the site vision and framework. Unifying features across the character areas include the east-west pedestrian link across the SMF area, and the primary spine road corridor.

The proposed layout must be based on sound design principles, and derived from analysis of the context. It is suggested that the prevalent built form is traditional/simple in silhouette, but that there is the opportunity for a more contemporary approach in regards to fenestration and openings. Harmonising colour and tones can also bring a sense of unity, especially where building proportions or architectural approach differ. Where density does vary across the site, this should be achieved through a gradual increase or decrease, rather than a sudden change in scale or building typology.

The built form design should follow sustainability guidance principles, for example utilising passive design layout principles including orientation and form where possible, as well as material efficiencies, solar gain and continuous

insulation where possible.

The 5 built character areas are illustrated in figure 7.10 (p.124) and listed below:

1. Social Heart
2. Vicarage Park
3. Tylers Farm
4. Bassett Meadows
5. Church View.

### Social Heart

The Social Heart character area surrounds the Social Heart, helping to frame and provide activity around this new community social space.

The Social Heart is also located along the primary street and at the intersection of key pedestrian/cycle routes through the proposal. It serves a mix of residential, retail and community/health uses. The residential element includes higher-density dwellings.

### Vicarage Park

Vicarage Park character area defines the northern and central parts of the site. It borders the Social Heart character area, therefore is well connected the variety of uses located there.

Vicarage Park forms the primary vehicular access and gateway to the site. The residential neighbourhood will be of higher density dwellings.

### Tylers Farm

Tylers Farm character area defines the north eastern parts of the site. It includes the retained listed building of Tylers Farmhouse and edges alongside the A414 and Blackhorse Lane. It is generally very enclosed by mature trees and hedgerows.

### Bassett Meadows

Bassett Meadows character area will define the central part of the site, and facilitates the majority of the sustainable transport links across the site including the east-west link across the village, the southern pedestrian gateway, linking the site to the existing village centre, and the spine road (including shared cycleway) that runs through the SMF. It includes the option land for a new primary school.

### Church View

Church View will be a neighbourhood defined by the rural setting and framing of St Andrew's Church. It will be a lower density neighbourhood, that is set back from the SMF edge to create an appropriate green setting to the church, its associated buildings, homes on Vicarage Lane West and the transition to wider open countryside to the north.

For each of the five character areas, a character matrix (pages 125-126) indicates key qualities and elements that will help deliver high quality placemaking.



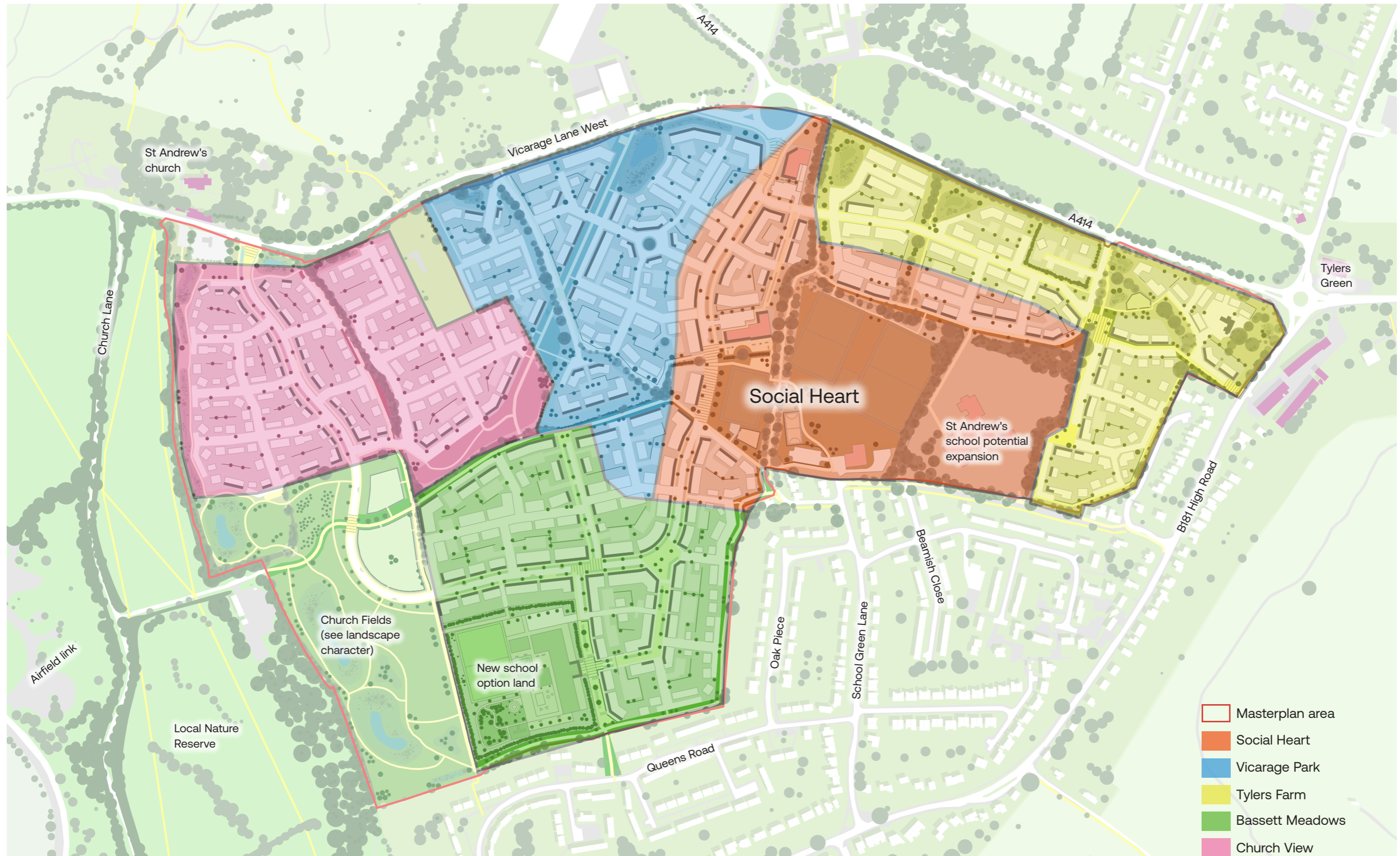


Figure 7.10 - Sketch layout with built form character areas

## Character matrix

Character Area	Character description	Scale & density	Building typologies	Key placemaking elements	Landscape
<b>Social Heart</b>	<ul style="list-style-type: none"> <li>· A vibrant new social hub for the village</li> <li>· Offering a mixture of health, community, sports, retail and educational uses</li> </ul>	<ul style="list-style-type: none"> <li>· Higher density, 40-55dph with occasional 3 storey dwellings</li> <li>· Medium density to the north east, 30-45dph with occasional 3 storey dwellings to overlook the Social Heart</li> </ul>	<ul style="list-style-type: none"> <li>· More formal arrangement of terraces, occasional semi-detached homes and apartment blocks</li> <li>· Greater levels of enclosure and narrow frontages along primary street</li> </ul>	<ul style="list-style-type: none"> <li>· The Social Heart will create a new social hub for the village</li> <li>· It will be framed and overlooked by the surrounding built form</li> </ul>	<ul style="list-style-type: none"> <li>· Large green spaces sit at the core of the Social Heart, for sports and recreational use</li> <li>· New outdoor space, including LEAP play area and hardstanding that could host outdoor events</li> </ul>
<b>Vicarage Park</b>	<ul style="list-style-type: none"> <li>· Higher density residential neighbourhood forming northern and central parts of the site</li> <li>· Includes new A414 junction gateway</li> </ul>	<ul style="list-style-type: none"> <li>· Higher density, 40-55dph, with occasional 3 storey dwellings</li> <li>· Apartment blocks help form the A414 gateway</li> </ul>	<ul style="list-style-type: none"> <li>· More formal arrangement of terraces, occasional semi-detached homes and apartment blocks</li> <li>· Greater levels of enclosure and narrow frontages along primary street</li> </ul>	<ul style="list-style-type: none"> <li>· Gateway to the site from the north</li> <li>· New homes positioned to frame large mature trees</li> <li>· Linear park/buzz corridor</li> </ul>	<ul style="list-style-type: none"> <li>· Tree and shrub planting around gateway continuing through the site as a tree lined primary street</li> <li>· Linear park to include pollinating species to encourage bees and insects</li> </ul>
<b>Tylers Farm</b>	<ul style="list-style-type: none"> <li>· A more compact and contained medium density residential neighbourhood</li> <li>· References the listed building at Tylers Farm</li> </ul>	<ul style="list-style-type: none"> <li>· Higher density 40-55dph around the western edge with occasional 3 storey dwellings</li> <li>· 25-45dph across the rest of the area with 2-2.5 storey buildings</li> </ul>	<ul style="list-style-type: none"> <li>· A mixture of semi-detached, detached and terraced dwellings with occasional apartment blocks</li> <li>· Medium levels of enclosure along connecting east-west street</li> </ul>	<ul style="list-style-type: none"> <li>· Retained listed building of Tylers Farmhouse</li> <li>· Nearby listed building, White Cottage, requires appropriate design response</li> </ul>	<ul style="list-style-type: none"> <li>· Area is enclosed by a strong mature tree and hedgerow structure</li> <li>· New LEAP play space</li> </ul>
<b>Bassett Meadows</b>	<ul style="list-style-type: none"> <li>· Defines the central part of the site</li> <li>· Facilitates majority of the sustainable transport links across the site and includes the option land for a new primary school</li> </ul>	<ul style="list-style-type: none"> <li>· Generally low to medium density 25-45dph, with higher density fronting the east-west link</li> <li>· 2 storey dwellings along the southern and eastern edge, with up to 2.5 storeys towards the centre of the character area</li> </ul>	<ul style="list-style-type: none"> <li>· Formal arrangement along the primary street of terraces and semi-detached homes</li> <li>· Fracturing into a more informal treatment on the eastern, southern and western edges of semi detached and detached</li> </ul>	<ul style="list-style-type: none"> <li>· New primary school will become a key community destination and asset</li> <li>· Southern pedestrian/cycle gateway to the site adjacent to the primary school option land</li> <li>· West edge overlooks Church Fields open space</li> </ul>	<ul style="list-style-type: none"> <li>· Church Fields to the west is a proposed SANG consisting of natural and semi-natural green space.</li> <li>· Play areas including NEAP/ LEAP and teenage play</li> <li>· Greenways criss-cross through the character area</li> </ul>
<b>Church View</b>	<ul style="list-style-type: none"> <li>· Lower density neighbourhood defined by the more rural setting, with street and views aligned to St Andrew's church</li> </ul>	<ul style="list-style-type: none"> <li>· Lower density 25-35dph</li> <li>· 2 storey dwellings around the gateway, up to 2.5 storeys high elsewhere</li> </ul>	<ul style="list-style-type: none"> <li>· More deformed and fractured form</li> <li>· Greater proportion of wide frontage detached and semi-detached homes</li> </ul>	<ul style="list-style-type: none"> <li>· St Andrews Church gateway</li> <li>· Southern edge overlooks Church fields open space</li> </ul>	<ul style="list-style-type: none"> <li>· Soft, green gateway space</li> <li>· Greenways and SuDS run north to south through this area</li> <li>· Linear park to include pollinating species to encourage bees and insects</li> </ul>

Figure 7.11 - Character area matrix






Character Area	Key movement routes	Primary Street	Other streets	Land uses	Sketch view - see pages 110-111
<b>Social Heart</b>	<ul style="list-style-type: none"> <li>Strong walking and cycling routes bisect the Social Heart including the intersection of key east-west and north-south routes</li> </ul>	<ul style="list-style-type: none"> <li>Tree and verge lined primary street runs through the area</li> <li>Wider verge connects the local centre elements</li> <li>Includes shared cycle path to retail element of local centre and bus stop</li> </ul>	<ul style="list-style-type: none"> <li>Includes a secondary street connection (including bus/coach use) to NWB.R1 area</li> <li>Lower order pedestrian focussed streets with use of shared surfaces</li> </ul>	<ul style="list-style-type: none"> <li>Residential</li> <li>Mixed uses including community, health and education (nursery), retail</li> </ul>	
<b>Vicarage Park</b>	<ul style="list-style-type: none"> <li>Includes part of the east-west pedestrian and cycle link</li> <li>Main vehicular entrance and gateway</li> </ul>	<ul style="list-style-type: none"> <li>Tree and verge lined primary street runs through the area</li> <li>Wider verge connects the local centre elements</li> <li>Includes shared cycle path to retail element of local centre and bus stop</li> </ul>	<ul style="list-style-type: none"> <li>Lower order pedestrian focussed streets with use of shared surfaces</li> </ul>	<ul style="list-style-type: none"> <li>Residential</li> </ul>	
<b>Tylers Farm</b>	<ul style="list-style-type: none"> <li>An east-west shared cycle/pedestrian link connects from the Social Heart to The High Road and surrounding uses</li> <li>New pedestrian access and coach drop off for St Andrew's school</li> </ul>	<ul style="list-style-type: none"> <li>Primary street does not run through area, but a secondary street with potential for bus/coach access does run through the middle of this area</li> </ul>	<ul style="list-style-type: none"> <li>Lower order pedestrian focussed streets with use of shared surfaces</li> </ul>	<ul style="list-style-type: none"> <li>Residential</li> </ul>	
<b>Bassett Meadows</b>	<ul style="list-style-type: none"> <li>An east-west shared cycle/pedestrian link connects from the Social Heart to the west</li> <li>Southern pedestrian gateway links the area to the existing village centre via Queens Road</li> </ul>	<ul style="list-style-type: none"> <li>Tree and verge lined primary street runs through the area</li> </ul>	<ul style="list-style-type: none"> <li>Lower order pedestrian focussed streets with use of shared surfaces</li> </ul>	<ul style="list-style-type: none"> <li>Residential</li> <li>Education (primary school)</li> </ul>	
<b>Church View</b>	<ul style="list-style-type: none"> <li>Close to the east-west shared cycle/pedestrian link connects from the Social Heart to the west</li> </ul>	<ul style="list-style-type: none"> <li>Tree and verge lined primary street runs through the area</li> <li>Primary street aligned to frame views to St Andrew's church</li> </ul>	<ul style="list-style-type: none"> <li>Greater proportion of lower order pedestrian focussed streets with use of shared surfaces</li> </ul>	<ul style="list-style-type: none"> <li>Residential</li> </ul>	

Figure 7.11 - Character area matrix (cont.)

### Landscape character overview



Figure 7.12 - Landscape character overview

## Built form character overview



Figure 7.13 - Built form character overview



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# C Implementation





# 8. Phasing and delivery

## 8.1 Introduction

The proposals contained in this SMF will be delivered in partnership between the developers who will construct the development together with local service providers. These service providers include amongst others:

- ECC who are responsible for highways and education provision
- EFDC who are responsible for planning, refuse and leisure services
- Utility companies who will provide telecommunications, electricity, gas, water and sewage services
- Public and private sector service providers such as schools, bus operators, health care professionals and retailers.

Alongside the preparation of its Local Plan, EFDC has produced a draft Infrastructure Delivery Plan (IDP). This IDP sets out details of the infrastructure required to support growth in the District.

This SMF sets out a framework to guide how new homes and infrastructure allocated at North Weald Bassett are to be delivered in a comprehensive manner. This includes the identification of new and improved infrastructure at a more local level to respond to stakeholder consultation than is set out in EFDC's draft IDP and sets out how this will be secured.

The required infrastructure encompasses social, green and physical infrastructure and facilities as follows:

- Social infrastructure – Affordable housing, traveller site, education provision, health facilities, local centre, leisure and community services.
- Green and blue infrastructure – Open spaces, children's play areas, sports provision and ecological habitat.
- Physical infrastructure – Highways, footpaths and cycle routes, drainage and utility services.

All individual planning applications for development within the SMF will be required to comply with the comprehensive approach set out in this document and the infrastructure delivery schedule set out below to:

- Ensure that development proposals are acceptable in planning terms to mitigate their site-specific impact in accordance with this SMF;
- Secure the necessary land required for infrastructure identified by the SMF and relevant to the applicant's proposed development, and provide for future public access where appropriate;
- Deliver contributions to shared infrastructure.

Necessary infrastructure will be secured and delivered through planning applications with planning obligations and planning conditions as follows:

- Planning applications – The applications will identify the relevant necessary specific infrastructure to be provided on site and how these will be laid out.

- Planning conditions – Conditions will be applied to each individual planning applications where relevant to ensure that specific elements of infrastructure are delivered within a certain timeframe.
- Planning obligations – Obligations will be applied under Section 106 of the Town and Country Planning Act 1990 (S106) and/or Section 278 of the Highways Act 1980 (S278) as legal agreements to secure key elements of infrastructure. The S106 can include both the funding for off-site infrastructure as well as specific on-site provision.

## 8.2 Draft infrastructure delivery schedule

The schedule in figure 8.1 identifies the infrastructure required for development within the SMF, the parties responsible for delivery and mechanisms for how that infrastructure will be secured.

Infrastructure requirement	Site apportionment	Mechanism for securing infrastructure	Responsibility for delivery
<b>Social infrastructure</b>			
<b>Affordable housing provision</b>	Residential sites NWB.R1 to NWB.R5 on a per development / parcel basis	S106 per residential site	Parcel developers and Registered Social Providers
<b>Early years places</b>	NWB.R3 to reserve land for school site  Residential sites NWB.R1 to NWB.R5 to contribute to pupil places and school site on a per development / parcel basis	S106 to secure funding and option period on reserve education site. Level of contribution to be derived from pupil yield of each development (and where necessary on per parcel basis) using ECC's standard formula for calculating cost per place created. This will include an on-site and off-site mechanism to enable additional pupil places to be funded depending on whether St Andrew's is expanded or a new school is built	Essex County Council
<b>Primary education places</b>	NWB.R3 to reserve land for school site (with EYFS alongside the primary school)  Residential sites NWB.R1 to NWB.R5 to contribute to pupil places and school site on a per development / parcel basis	S106 to secure funding and an option period on the reserve education site. Level of contribution to be derived from pupil yield of each development (and where necessary on a per parcel basis) using ECC's standard formula for calculating cost per place created. This will include an on-site and off-site mechanism to enable additional pupil places to be funded depending on whether St Andrew's is expanded or a new school is built	Essex County Council
<b>Secondary education places</b>	Residential sites NWB.R1 to NWB.R5 to contribute to pupil places on a per development / parcel basis	S106 to secure funding. Level of contribution to be derived from pupil yield of each development (and where necessary on a per parcel basis) using ECC's standard formula for calculating cost per place created	Essex County Council
<b>GP floorspace/dentist provision</b>	NWB.R3 to reserve land. Sites NWB.R1 to NWB.R5 to provide financial contribution towards healthcare facility using standard NHS calculation	Land to be reserved as part of planning application for NHS uses. Future Section106 to establish length of option to NHS. Healthcare contribution for the cost of a new facility to be paid proportionally by all residential sites.	NHS/HWE-ICB
<b>Community hub / facilities</b>	NWB.R3 to reserve land area of 0.3 hectares for community hub. Sites NWB.R1 to NWB.R5 to provide a financial contribution to cover the cost of the land, construction of the facility and its running based on a per development / parcel basis	Land to be reserved as part of planning application. S106 to grant an option on site R3 for North Weald Parish Council to have a period from a trigger point to decide whether they wish to receive freehold interest in community site. S106 on sites NWB.R1 to NWB.R5 to provide a mechanism for the collection of proportional financial contributions to cover the cost of construction of the facility. If upon expiry of marketing period, no purchaser/provider found, obligation will be deemed discharged.	Developer of site R3 and other parcel developers
<b>Retail space</b>	NWB.R3 to reserve 0.3 hectares of land for up to 675 m <sup>2</sup> of retail space	Land to be reserved as part of planning application. Marketing strategy to be agreed with EFDC as part of Section106 agreement.	Developer of site R3/Retail Operators
<b>Traveller site provision</b>	Residential site NWB.T1	Land to be reserved as part of planning application. The mechanism for the future acquisition and delivery of this site to be subject of further consideration as part of planning application for site NWB.R1/T1 and associated Section106 agreement.	Developer of site R1 / ECC / EFDC
<b>Employment and Skills Strategy</b>	Residential sites NWB.R1- R5 as appropriate	Section106/planning condition to set out requirements for employment and skills strategy to be delivered at construction stage	Parcel developers/ECC/ EFDC

If funds are not used within defined agreed time period, these amounts are to be returned to original developer(s)

Figure 8.1 - Infrastructure delivery table (part 1 of 2) continued on next page

Infrastructure requirement	Site apportionment	Mechanism for securing infrastructure	Responsibility for delivery
<b>Green and blue infrastructure</b>			
<b>Sustainable urban Drainage Systems</b>	Sites NWB.R1 to NWB.R5	Planning applications for each site to provide details of drainage strategy to restrict surface water run-off to a level no greater than its existing 1:1 year greenfield runoff rate for all storm events up to and including the 1:100 year plus 40% allowance for climate change.  Planning condition requiring details of detailed design and specification and implementation of drainage features.	Parcel developers / EFDC / ECC
<b>Open space provision</b>	Sites NWB.R1 to NWB.R5	Planning applications for each site to provide details of the open space provision relating to their land / development parcel in accordance with this SMF and the Green Infrastructure Delivery Table in figure 8.2. Planning condition to requiring details of and/or implementation of landscape specification	Parcel developers
<b>Open space contribution</b>	Residential sites NWB.R1 to R5 as necessary	S106 to secure contributions and any associated management fees for the provision and upkeep of any off-site open space if necessary	Parcel developers
<b>Upgrading of Memorial Playing Field</b>	Residential sites NWB.R1 to NWB.R5 to provide financial contribution on a per development / parcel basis	S106 to secure contributions for improvement scheme of Memorial Playing Fields to include improved sports provision, upgrading of children's play equipment, new pedestrian accesses and management of vegetation.	Developer of site R3 or other body as agreed (through determination of planning applications)
<b>Contributions to 1) recreational pressure and 2) atmospheric pollution, in accordance with the Council's mitigation strategies for Epping Forest SAC</b>	Residential sites NWB.R1 to NWB.R5 to provide financial contribution using SAC formula	S106 to secure contributions for access management and monitoring of visitors to the Epping Forest Special Area of Conservation	EFDC / Conservators of Epping Forest / Natural England
<b>Suitable Alternative Natural Greenspace (SANG)</b>	Site R3	SANG to be provided on site as part of Site R3. The planning application for Site R3 is to provide full details of the proposals. SANG to be provided prior to 1st residential occupation	Parcel developer, EFDC
<b>Physical infrastructure (subject to Transport Assessment review)</b>			
<b>Wastewater treatment works upgrades</b>	N/A	Statutory legislation requires Thames Water to upgrade at their cost wastewater treatment works to meet the demand arising from new development	Thames Water
<b>M11 Junction 7</b>	Residential sites NWB.R1 to NWB.R5	Potential requirement to contribute as part of Section106 agreement towards M11 J7 upgrade works (alongside other developments within the district and neighbouring authorities). It is recommended that applicants should engage with National Highways and ECC in relation to any requirements for upgrading J7 of the M11. All transport infrastructure requirements will be subject to a Transport Assessment Review and will be discussed in detail when a planning application(s) are submitted for any part of the masterplan area.	National Highways/ECC
<b>A414/Vicarage Lane West access junction – Proposed Roundabout</b>	Residential sites NWB.R1 and NWB.R3	The construction of the proposed access junction would be undertaken under S278. Planning condition to require completion of the roundabout prior to occupation of a specified number of homes across R1 and R3 sites	Developers of R1 and R3 / ECC
<b>Improvements to Talbot PH roundabout</b>	Residential sites NWB.R1 to NWB.R5 to provide financial contribution on a per development / parcel basis	S106 proportional funding for improvements scheme to roundabout. Works could be undertaken by developer under S.278 or ECC	Parcel developers / ECC
<b>Public transport</b>	Residential sites NWB.R1 and NWB.R3	S106 requiring owners to seek to enter into a bus service agreement to extend/facilitate new bus services into the site. If required, a capped financial contribution to help subsidise bus route for initial 5 years of service	Parcel developers of R1 and R3 / bus service providers / ECC
<b>Spine road through R1 and R3 sites (inclusive of bus stops)</b>	NWB.R1 and NWB.R3	Planning application for each site to provide details of alignment of spine roads. Site developer to be responsible for the construction and future transfer for adoption of the spine road through their site	Site developers / ECC
<b>Estate roads</b>	Residential sites NWB.R1 to NWB.R5	Planning application for each site to provide details of estate roads. Site developer will be responsible for construction and future transfer for adoption or other long-term maintenance arrangement	Site developers / ECC / Management agent
<b>Footpaths and cycle routes</b>	Residential sites NWB.R1 to NWB.R5	Planning application for each site to provide details of footpaths and cycle routes through their land. Planning condition if necessary to finalise details of street furniture, surfacing, etc. Site developer will be responsible for construction and transfer to ECC for adoption or other long-term maintenance arrangement such as a management company	Site developers / ECC / Management agent
<b>Surfacing of footpath to St Andrew's Primary School</b>	Residential sites R3, R4 and R5	Planning obligation for the cost for the surfacing of the existing footpath to St Andrew's Primary School calculated pro-rata for sites R3, R4 and R5 who are likely to use the link as access route to school	EFDC / ECC

Figure 8.1 (continued) - Infrastructure delivery table (part 2 of 2)

## Delivery of Green Infrastructure

The final siting, design and delivery of green infrastructure elements will be the responsibility of individual developers and bought forward as part of future planning applications for the five sites. To ensure consistency of approach across landownerships and between individual developments, planning applications will be expected to demonstrate conformity with the proposed Landscape Structure provided in chapters 5, 6 and 7. A green infrastructure delivery matrix is provided below (figure 8.2) to set out the parties who will be responsible for the delivery and/or funding of the various elements of the open space strategy. This matrix also sets out the broad design requirements for each of the open space components.

Green Infrastructure delivery matrix								
Area of open space	Open space typology	Footpath surfacing	Lighting	Approach to planting	Ecology and biodiversity enhancement	Other design notes	Delivery responsibility	Implementation / Funding mechanism
<b>Social Heart (POS1)</b>	Amenity greenspace	Paved and gravel or unsurfaced paths	Low level bollard lighting if required	Ornamental / informal	Contributes habitat to net gain		NWB Parish Council. Owners of sites R1 and R3 to include detailed landscape scheme for their sites.	Proportional developer contributions from sites R1, R2, R3, R4 and R5.
<b>Church Fields (POS2)</b>	Natural and semi-natural greenspace	Paved and gravel or unsurfaced paths	No	Naturalistic	Significant contribution to net gain and wildlife foraging resource		Developer of site R3	Additional funding from developer contributions of R1, R2, R4 and R5 dependent on reliance on space.
<b>Western corridor (GC1)</b>	Natural and semi-natural greenspace	Gravel or unsurfaced paths	No	Naturalistic	Significant contribution to net gain and wildlife corridor, buffer to local wildlife site BAP and other retained habitats including a watercourse, important local bat commuting and foraging corridor also used by other birds and mammals		Developer of site R3	To be funded by developer R3
<b>St Andrew's Church link (GC2)</b>	Natural and semi-natural greenspace	Gravel or unsurfaced path (with exception of pedestrian footbridge)	No	Naturalistic	Significant contribution to net gain and wildlife foraging resource linking with known bat roosts	Replacement pedestrian bridge to south of R3 to be constructed.  Straighten out access into site after bridge.  Potential access into allotments.	Developer of site R3. Allotment access to be reviewed with NWB Parish Council.	To be funded by developer of site R3 and secured by condition.
<b>East-west artery (GC7)</b>	Various	Paved	Yes	Various, to suit location and character	Contributes to net gain and provides and enhances a wildlife corridor and existing bat commuting habitat		Developers of sites R1, R2, R3 and EFDC	Part of planning applications for sites R1, R2 and R3. Off-site scheme to be agreed by EFDC.
<b>Queens Road pedestrian entrance (GC9)</b>	Amenity greenspace	Paved	Yes (with low level lighting adjacent existing residential properties)	Ornamental / informal	Contributes habitat to net gain		Developer of site R3 and EFDC	Developer contribution via s106 or planning condition.
<b>School link (GC6)</b>	Landsaped footpath	Paved	Yes	Ornamental / informal	N/A		Developers of sites R3, R4 and R5 (pro-rata).	Developer contribution via s106 or planning condition.
<b>North-south footpath to school (GC5)</b>	Natural and semi-natural greenspace	Paved	Yes	Naturalistic	Contributes to net gain and provides a wildlife corridor		Developer of site R1	Planning application and condition, R1

Figure 8.2 - Green infrastructure delivery table (part 1 of 2) continued on next page

Area of open space	Open space typology	Footpath surfacing	Lighting	Approach to planting	Ecology and biodiversity enhancement	Other design notes	Delivery responsibility	Implementation / Funding mechanism
<b>South-eastern perimeter (GC8)</b>	Amenity greenspace	Paved	No	Ornamental / informal	Contributes habitat to net gain	To be designed as a green buffer with ornamental planting.	Developer of site R3	Planning application and condition, R3
<b>Bee line (GC3)</b>	Natural and semi-natural greenspace / Parks and Gardens	Gravel or unsurfaced	No	Naturalistic	Contributes habitat to net gain, wildlife corridor with planting targeted to benefit pollinator species	Planting scheme to include species suitable for pollinators and compatible with B-Line.	Developers of sites R3 and R5	Planning application and condition, R3 & R5
<b>New NEAP</b>	Parks and Gardens	Paved accesses with child safety surfaces within play area.	No	Ornamental / informal	Contributes habitat to net gain		Developer of site R3	Developer of site R3. Additional funding from developer contributions of R1, R2, R4 and R5 dependent on reliance on space.
<b>New LEAP</b>	Parks and Gardens	Paved accesses with child safety surfaces within play area.	No	Ornamental / informal	Contributes habitat to net gain		Developer of site R3	Developer of site R3. Additional funding from developer contributions of R1, R2, R4 and R5 dependent on reliance on space.
<b>LAPs</b>	Various	Unsurfaced or gravel	No	Various, to suit location and character	N/A		All sites responsible for the design and provision of LAPs within their sites.	Planning applications and conditions for applications at R1, R2, R3, R4 and R5
<b>Junior / Mini pitches</b>	Sports pitches	Paved accesses	No	N/A	Contributes habitat to net gain (where grassed)		Developer of site R3	Developer of site R3. Additional funding from developer contributions of R1, R2, R4 and R5 dependent on reliance on space.
<b>Drainage infrastructure</b>	Natural and semi-natural greenspace	Unpaved but with maintenance access track able to accommodate vehicle weight.	No	Naturalistic	Open water permanent and semi-permanent contributes significant habitat to net gain, provides new habitats for aquatic species and foraging resource		All sites responsible for their own drainage infrastructure.	Planning applications and conditions for applications at R1, R2, R3, R4 and R5
<b>Other green space</b>	Various	Dependent on location and function	Dependent on location and function	Various, to suit location and character	Contributes habitat to net gain		All sites responsible for the design and provision of other green spaces within their sites.	Planning applications for R1, R2, R3, R4 and R5

Figure 8.2 (continued) - Green infrastructure delivery table (part 2 of 2)



# 9. Planning application requirements

## 9.1 Introduction

Due to the number of landowning parties across the SMF area, it is expected that there will be multiple planning applications submitted across the area as the allocated sites come forward at different times. To achieve the outcome of a well-planned, integrated place with phased infrastructure delivery, all applications will be brought forward in accordance with the requirements of this SMF. The SMF will provide a framework for future planning applications to ensure a consistent and seamless approach across the SMF area.

## 9.2 Pre-application engagement

Applicants are encouraged to engage with EFDC at an early stage of the application process and share details of their development schemes in accordance with this SMF. They should provide parameter/layout plans (level of detail dependant on whether an application is in outline or full) for their proposed development area that:

- Reflects the requirements and guidance of the SMF in planning for their part of the site;
- Set out a detailed development structure based on further site survey work and design analysis;
- Provide a clear and common design framework reflecting character area guidance and ensuring implementation of the SMF principles;
- Provides an infrastructure delivery

plan and development trajectory where required (including identifying any shared infrastructure requirements with other sub-areas in the SMF) to inform S106 requirements and to assist EFDC in co-ordinating the development;

- Ensure earlier phases do not prejudice or compromise later phases and support comprehensive development, delivery and a joined up approach; and
- Identifies any cumulative impacts that require assessment as part of the EIA process.

Pre-application material should (as appropriate) communicate the following;

- Land use strategy;
- Access and movement strategy (including application of street hierarchy and related design principles);
- Urban design framework (including built form, densities, heights, frontages, focal points, vistas, etc.);
- Architectural detailing (materials, colour palettes, boundary treatments);
- Car parking strategy;
- Infrastructure delivery strategy including drainage strategy and related plans; and
- Delivery sequence and trajectory where necessary.

## 9.3 Planning applications

Individual applicants are encouraged to scope the detail of their respective planning applications with EFDC officers through the pre-application process. The detailed scoping of applications will be undertaken against national and the local application validation checklists and the specific requirements of the respective sites.

### Planning performance agreements

The use of Planning Performance Agreements for all applications is encouraged by EFDC to ensure a collaborative and consistent approach and to co-ordinate the application process, project management and support quality outcomes.

### Environmental Impact Assessment

The need for and scope of EIA will be determined via EIA Screening and Scoping. This should also consider possible cumulative effects from other nearby schemes.

### Supporting documents

A preliminary list of information to be submitted as part of the planning application process is provided below. This list is not exhaustive and further requirements may be identified as a result of pre-application discussions. Some elements may be more appropriately submitted at reserved matters stage and some could be secured by planning condition to be discharged at a specified time of the planning process i.e. prior to the submission of reserved matters applications. Outline planning applications will generally require less information to be submitted than a full planning application. It may not be necessary to submit all of the below information with each application, but this should be agreed with Officers at EFDC during the pre-application stage.

This SMF is a guide to future development within the SMF area, and while existing evidence used to prepare the SMF may be referenced, applicants should fully review and update technical studies to support individual development proposals.

EFDC's application checklist requires outline or full planning applications to be supported by the following information and reports:

- Planning application forms, landownership certificates and agricultural holding certificate;
- Planning application drawings including site masterplan to demonstrate accordance with the SMF (extent of drawings to be determined by nature of each application);
- Design and Access Statement (DAS);
- Design code, either approved as part of first planning applications on individual

sites or subject to a discharge of conditions prior to reserved matters applications being approved;

- Landscape Strategy and Green Infrastructure Plan;
- Biodiversity strategy with Landscape and Habitats Management Plan, Biodiversity Net Gain Metrics;
- Environmental Statement or, for subsequent applications, a statement identifying where impacts have been previously assessed;
- Transport Assessment (and Framework Travel Plan);
- Energy Statement;
- Sustainability Statement;
- Flood risk assessment and drainage strategy;
- Utilities assessment;
- Planning Statement;
- Draft Heads of Terms for planning obligations;
- Statement of Community Involvement;
- Affordable housing statement;
- Air quality assessment;
- Noise Assessment;
- Heritage Statement;
- Archaeological Assessment;
- Health impact Assessment;

- Contaminated land Assessment;
- External Lighting plans;
- Tree survey and arboricultural impact assessment;
- Information to assess site specific matters;
- Education Site Land Compliance Study;
- Socio-economic effects; and
- Sustainability Guidance Checklist. The checklist also requires various other assessments/strategies e.g. Whole life carbon assessment, Energy Assessment, Waste Strategies.

## 9.4 Reserved matters applications

Any Reserved matters applications should set out in detail the proposed development in the context of the SMF and the outline planning permission, in order to ensure a comprehensive development and compatibility with neighbouring land. Reserved matters may include details of:

- Layout
- Scale
- Appearance
- Access
- Landscaping.

It should be noted that the arrangement of sites NWB.R1-R5 should not be interpreted to represent a prescribed phasing sequence. This is for identification only, and understanding the potential compatibility between parcels in terms of infrastructure functionality. Where applicants propose an alternative approach to the provision of strategic infrastructure and/or parcellation to that shown in the drawing, evidence must be provided to EFDC to demonstrate that the alternative(s) represent technical solutions that will meet the requirements of this SMF and the utilities providers, will not prejudice the comprehensive development of the SMF area, and will not sterilise future development parcels.

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