



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”





Plan to be updated post consultation - work in progress

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 is to develop over the next 15 years:

“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 on page 49:

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.

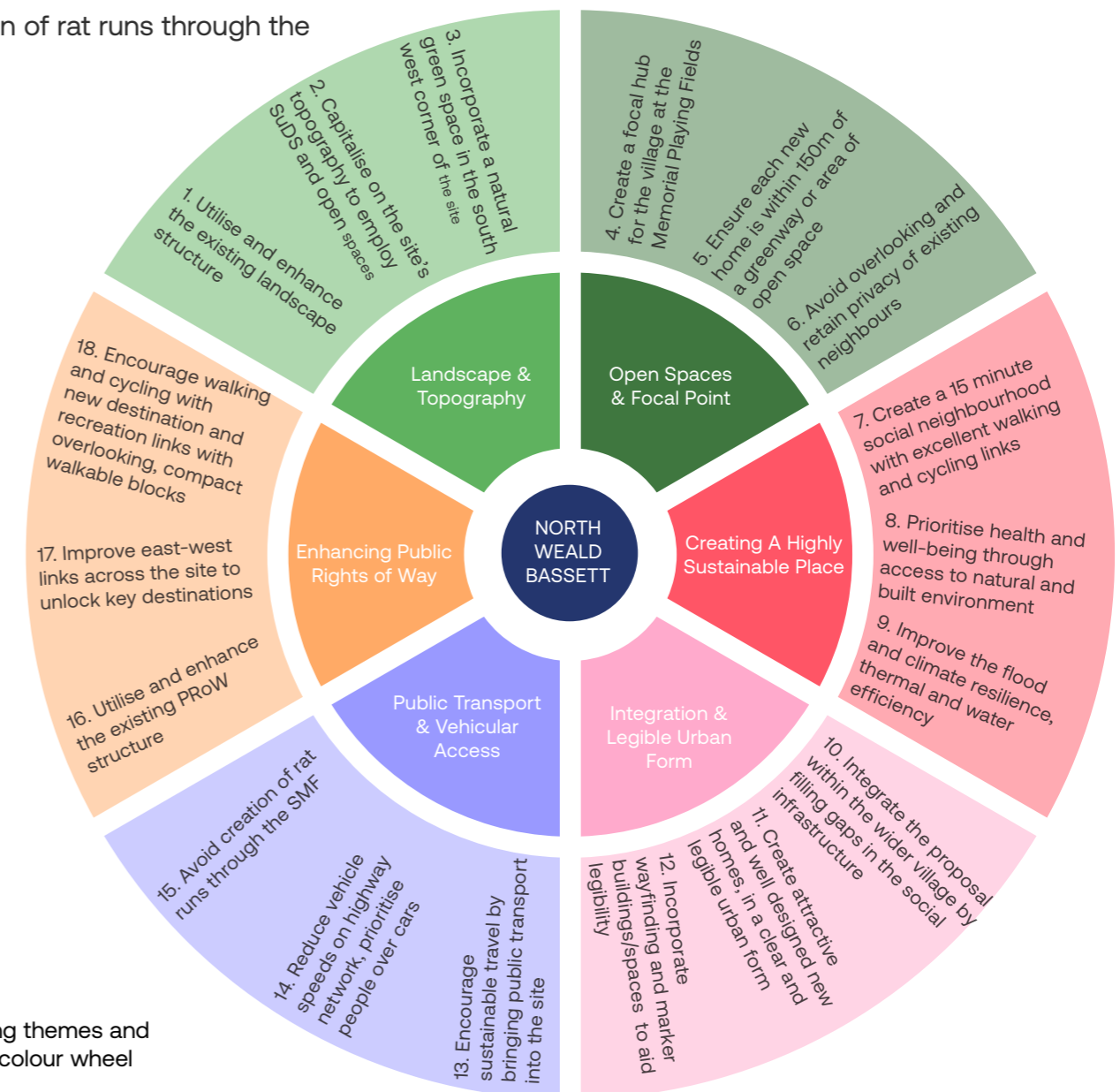


Figure 4.2 - Visioning themes and masterplan drivers colour wheel



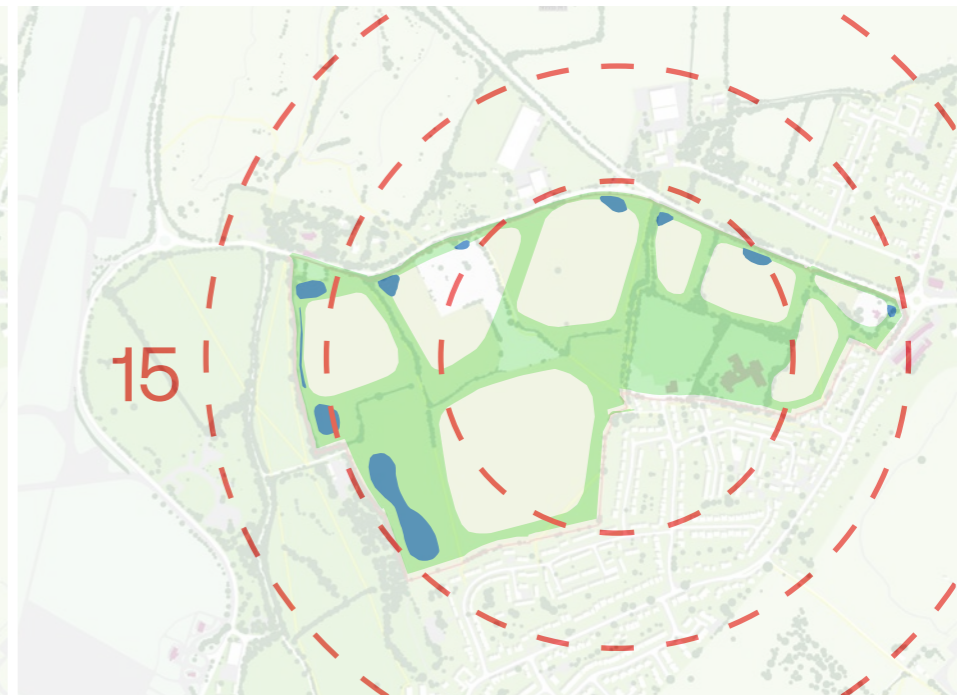
Landscape & Topography

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



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



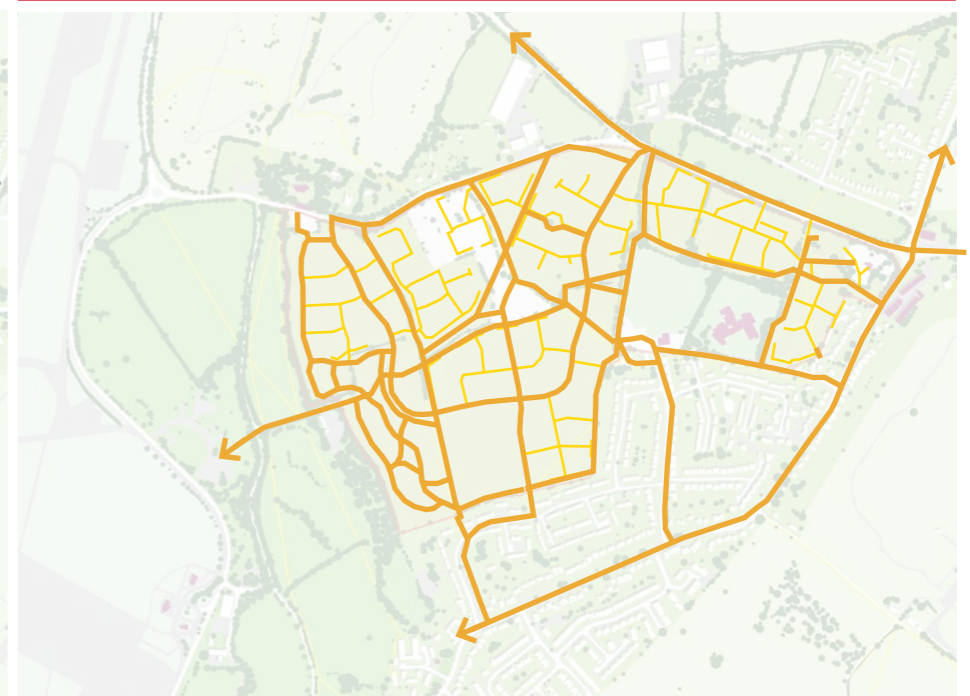
Integration & Legible Urban Form

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



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

Figure 4.3 - Visioning principles and masterplan drivers

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 SMP 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 yeald 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 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

The 15 minute neighbourhood

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. 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.

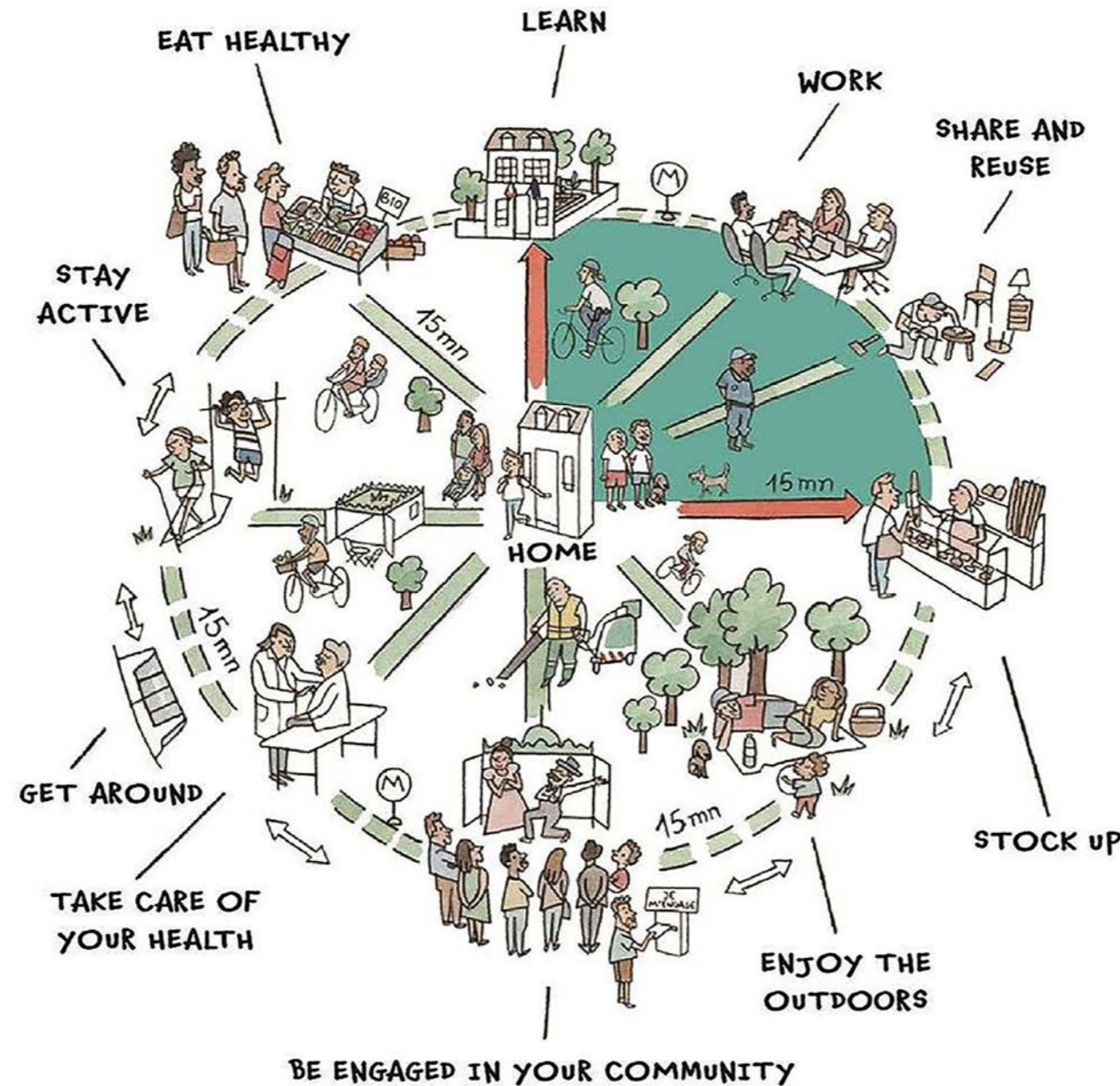


Figure 4.4 - 15 minute neighbourhood

Image © Micael

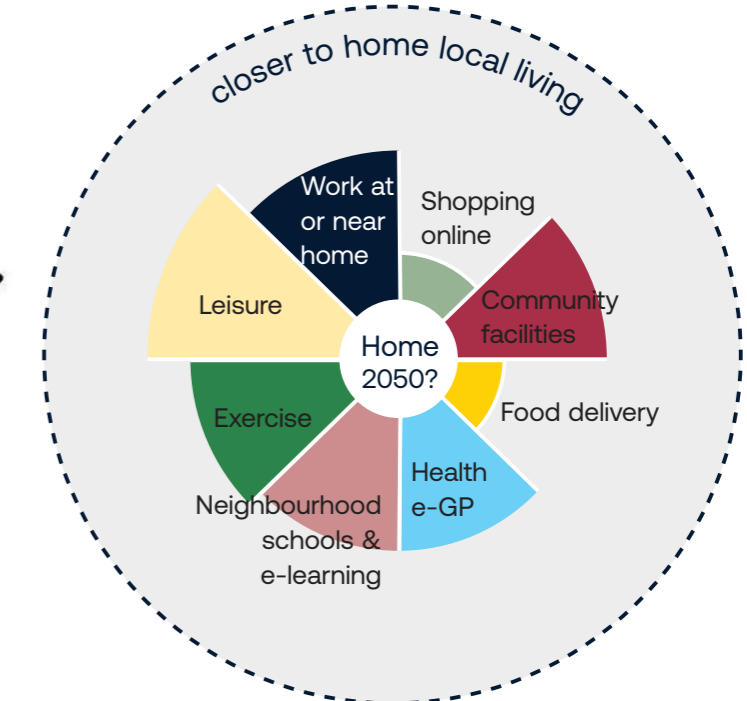


Figure 4.5 - Local living, closer to home

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.

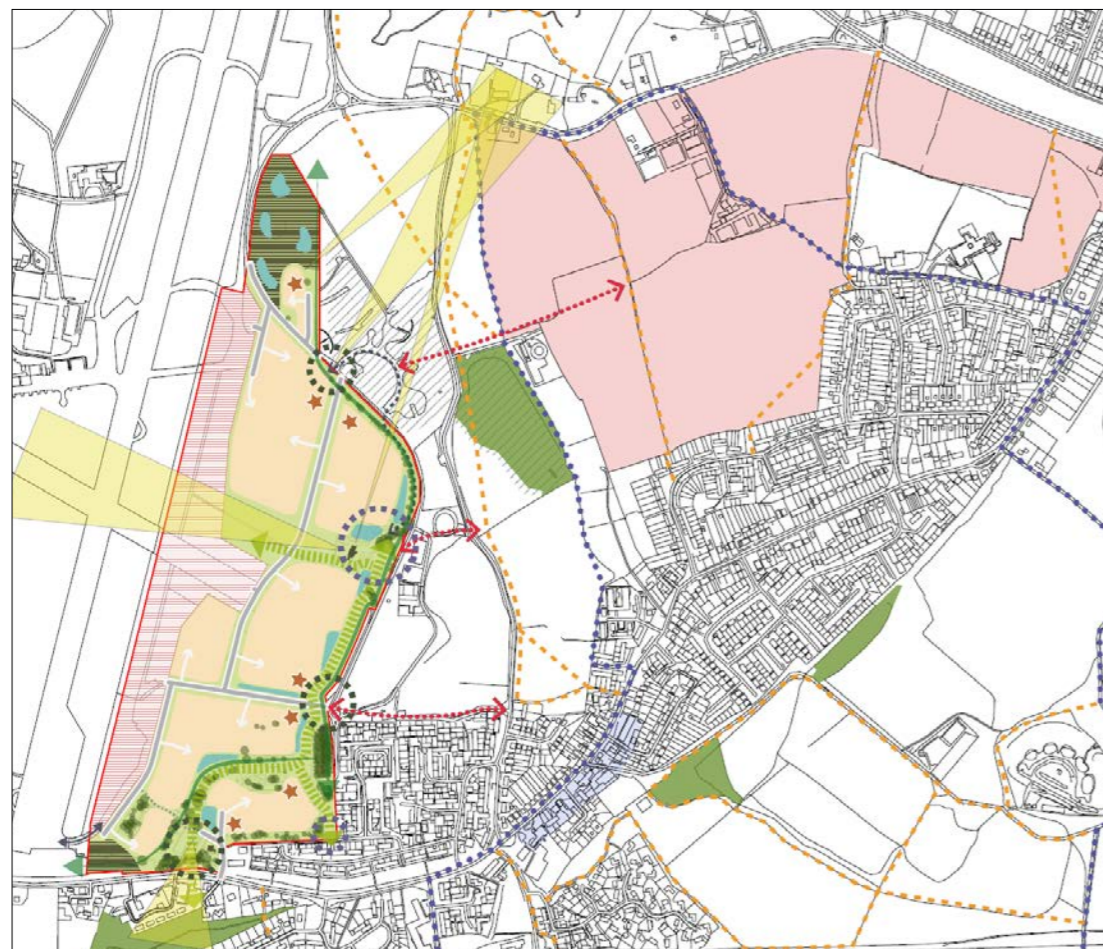


Figure 4.6 - Airfield Masterplan ©rps



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. Framework principles

5.1 Illustrative masterplan

The illustrative masterplan shown in figures 5.1 and 5.2 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. A network of smaller vehicular accesses ensures that

each allocated area within the SMF retains their own access. 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 5.1 - Illustrative concept sketch



Figure 5.2 - Illustrative masterplan

5.2 Masterplan framework

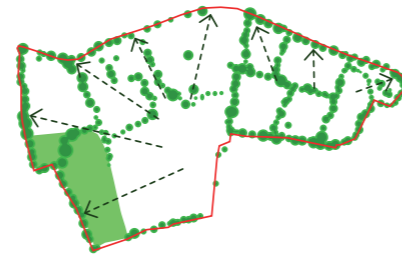
Introduction

This section establishes the framework for the SMF including mandatory spatial principles. These principles will enable the vision for the SMF area to be realised. In addition to these mandatory elements please refer to the parameter plans in the appendix, which also set key design aspirations spatially.

However, 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.

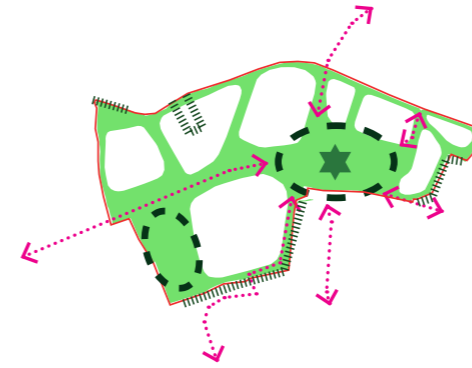
A series of mandatory spatial principles are based upon the visioning diagrams opposite, which form a skeleton for masterplanning, upon which the future masterplan proposals will expand and elaborate.

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.



Landscape & Topography

Utilising and enhancing the existing landscape form to give character and retain a semi-rural feeling, incorporating a SuDS strategy using the site topography



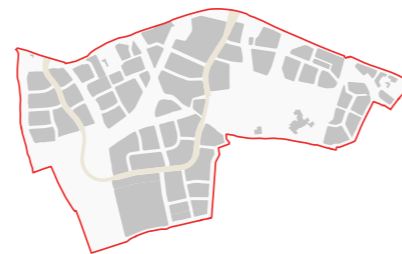
Open Spaces & Focal Point

Creating a linked, high quality network of open spaces that are responsive to their setting, with a new focal point for the whole village



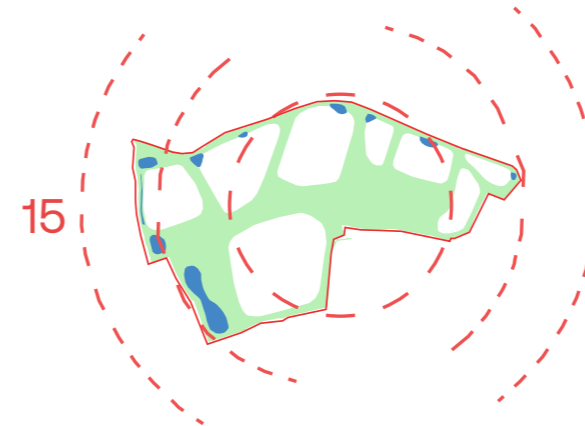
Enhanced Public Rights of Way and Active Travel Corridors

Encouraging active travel with a network of integrated and accessible routes connecting key destinations and recreational areas in the village



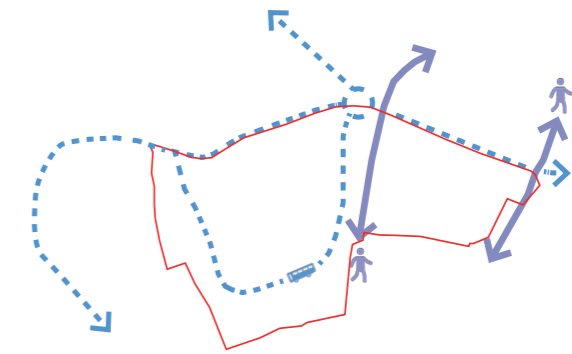
Integration & Legible Urban Form

Clear, legible urban form and layout that integrates well with the existing village, based around new connections through the site area



Creating A Highly Sustainable Place

Meeting day-to-day needs within the village, whilst promoting active travel and access to nature both within the site and to the countryside



Public Transport & Vehicular Access

Improving access to the strategic network, away from the High Road, allowing public transport to access the site efficiently and improving pedestrian access over the A414

Figure 5.3 - Visioning diagrams

Mandatory spatial principles

The parameter plans in appendix A detail the key structuring elements that spatially define the SMF layout. These include land uses, green infrastructure, building heights, densities and the movement network. There are a number of other important design principles that must be adhered to. These are set out below.

Future planning applications will be accompanied by detailed assessments and technical work to set the parameters of the proposed development in line with these principles.

If an alternative approach is proposed, it must be demonstrated that the key placemaking principles are not compromised.

The mandatory spatial principles are summarised below.

Location of land reserved for the primary school/early years - the site for the land reserved for primary school/early years will be circa 2.1ha. The primary school will have a frontage away from the primary street, instead located adjacent to the pedestrian and cycle focused greenways to promote sustainable travel.

Greenways - a connected network of ten green corridors are located 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, provide a mature landscape setting

for the development, 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.

The network of pedestrian and cycle focused greenways will enhance existing PRow and offer direct connections to key destinations and recreational routes across the SMF area. Greenways should be well overlooked, safe, and include wayfinding and signage. The network of pedestrian and cycle focused greenways, with shared 3.5m width paths will criss-cross the SMF offering a choice of direct linkages to key destinations as well as recreational routes. These include routes that link the existing village to the SMF, and vice-versa.

Location of SANG and area of natural open space - the proposed SANG area will be located in the south west corner of NWB.R3. The SANG will allow for good pedestrian connections with residential areas, linkages with other areas of natural open space including the existing local nature reserve and proposed EFDC SANG area. It will include provision of attractive walking routes, access for dog walking and facilities to attract dog walkers, secure boundaries where needed, biodiversity enhancements, seating, litter and dog waste bins, signage, ongoing landscape management, basins and swales. As SANG is intended to attract new residents arising from the relevant masterplan areas the SANG provision should be located adjacent to the built parts of the site and designed to be visually and physically linked with it.

Play spaces - Play will be at the forefront of public realm and green infrastructure, incorporating informal and formal sports and recreation, play on the way routes, public art and natural playgrounds. One combined NEAP and LEAP will be provided adjacent to Church Fields, along with Teenage/youth play area. A LEAP and MUGA will be located within the Social Heart and a LEAP will be located in the north west corner of the SMF area, creating catchments for play across all new residents

SuDS (throughout masterplan) - will be sensitively and creatively integrated into the landscape, working with existing hydrology, topography and ecology to support character and placemaking

Strategic views - the two principle strategic views within the SMF are the view towards St Andrew's church from the primary street, which should be aligned to frame the church as you leave the SMF area. The second strategic view is towards Tylers Farmhouse, with street and building form creating a framed view of this listed building. In addition, glimpses of the airfield control tower should be retained where possible

New vehicular access A414/Vicarage Lane junction - will provide the principle vehicular access to the SMF's two largest development sites, NWB.R3 and NWB.R1. The junction will also enable buses to enter and leave the site area

Walking routes - a choice of longer and shorter recreational routes will be provided around the masterplan area to cater for walkers and also to support dog walkers. Paths must be easy to use and well-maintained.

Potential bus stop locations - all new homes should be within circa 500m of a bus stop or the mobility hub. The new homes will also be partially served by existing bus stop catchments.

5.3 Framework layers

The next section of the SMF defines area-wide spatial guidance across a series of layers:

- Green and blue infrastructure - highlighting the overarching landscape and drainage strategy with an indicative approach to open space, play and SuDS
- Access and movement - 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 - overarching land use strategy identifying locations for new homes, the Social Heart and local centre and education uses
- Placemaking and wayfinding - defining areas of distinct character and identity
- Density - defining an appropriate residential density strategy
- Height and views - illustrating the building heights and key views strategy.

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

5.4 Green and blue infrastructure

Summary

The green and blue infrastructure framework is illustrated in figure 5.4, and described over the next few pages.

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.

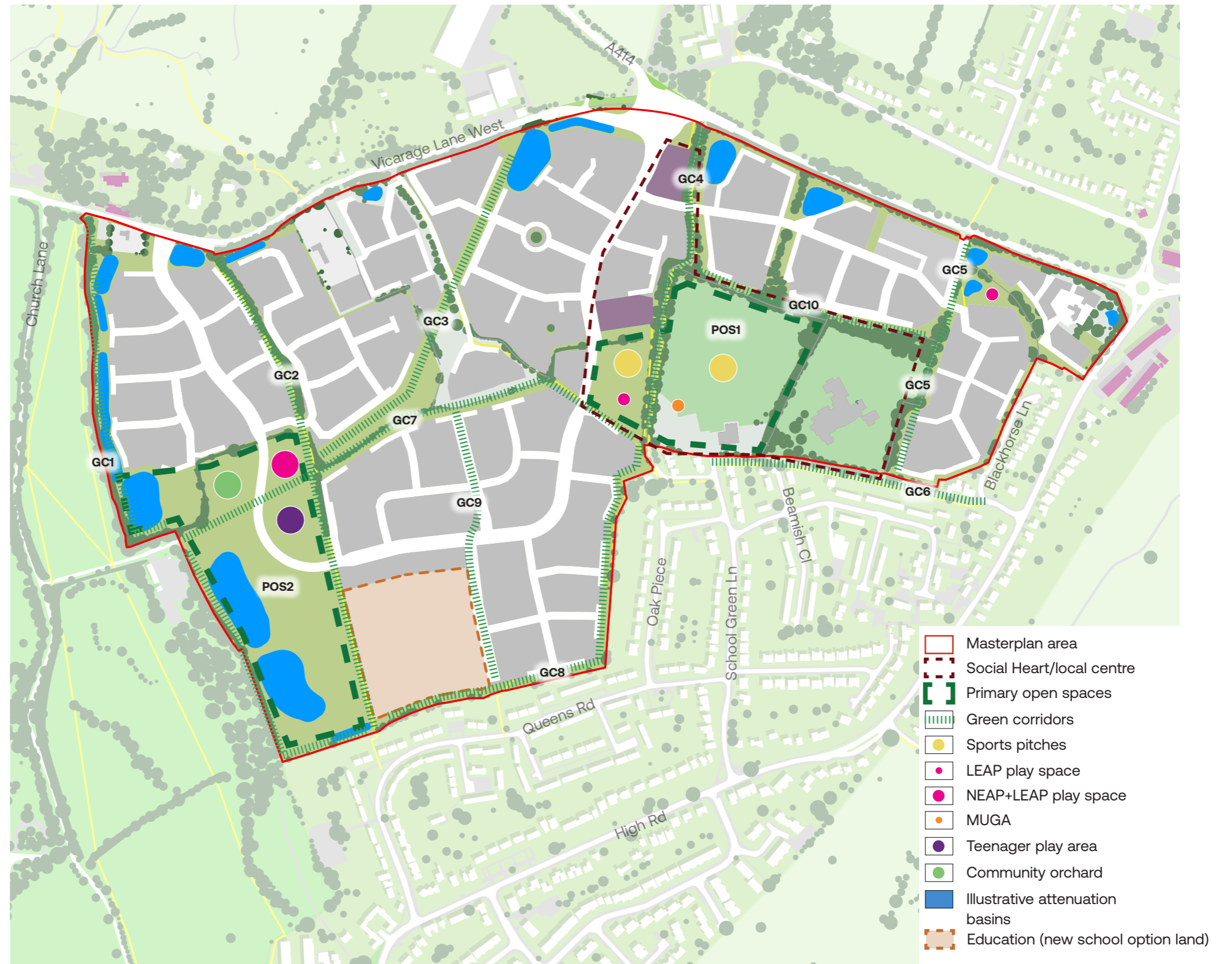


Figure 5.4 - Green and blue infrastructure framework (illustrative and indicative)

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.

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 5.4 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 6.

The green and blue parameter plan (see appendix) 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 5.5.

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 6.

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

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
TOTAL	5.35	11.09

Figure 5.5 - 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.

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.

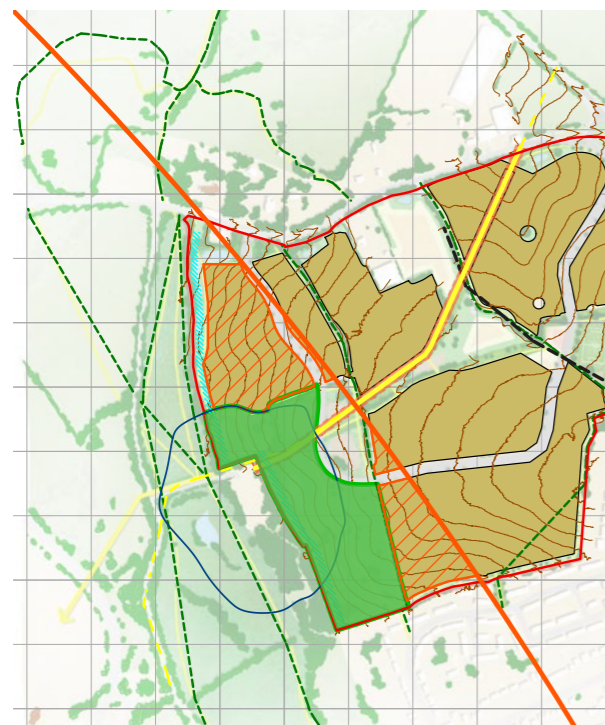
The Memorial Playing Field currently provides a senior size pitch suitable for football and incorporates a cricket wicket. As part of the SMF, it is proposed that funding from the development be provided to upgrade these facilities to encourage their usage. This will be complimented within the SMF area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

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?



- Potential residential development area approx. 20.57ha
- Resi dev area within 6.2km radius = 4.178ha*
- Area available to form SANG 4.841ha
- 6.2km radius edge

Figure 5.6 - 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.

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 5.6 there is around 4.841ha 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.

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. In accordance with EFDC's local plan, each allocation site should achieve a biodiversity net gain.

Drainage introduction

As referenced in Section 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.

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 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.

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 5.4 shows the illustrative location of the strategic storage features, taking account of the existing topography. These 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.

5.5 Access and movement

Summary

The access and movement framework is illustrated in figure 5.8, 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 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 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.

Smaller vehicular access points will be located around the SMF ensuring that each development site has its own access opportunities, albeit the majority of traffic movements are expected to utilise the new roundabout.

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 5.7):

- 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.

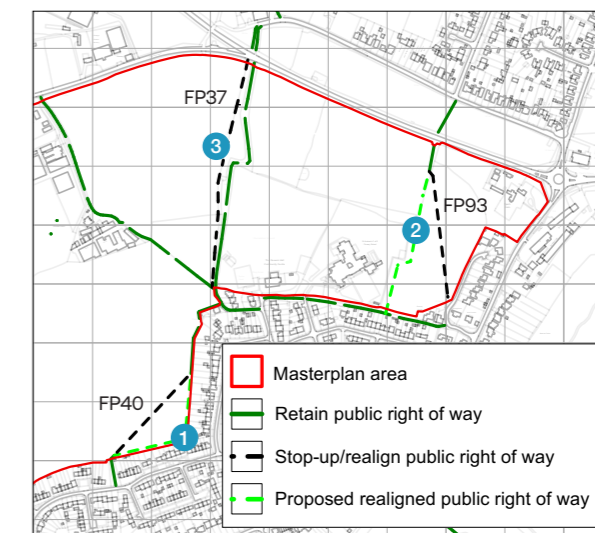


Figure 5.7 - Proposed modified and stopped-up footpaths

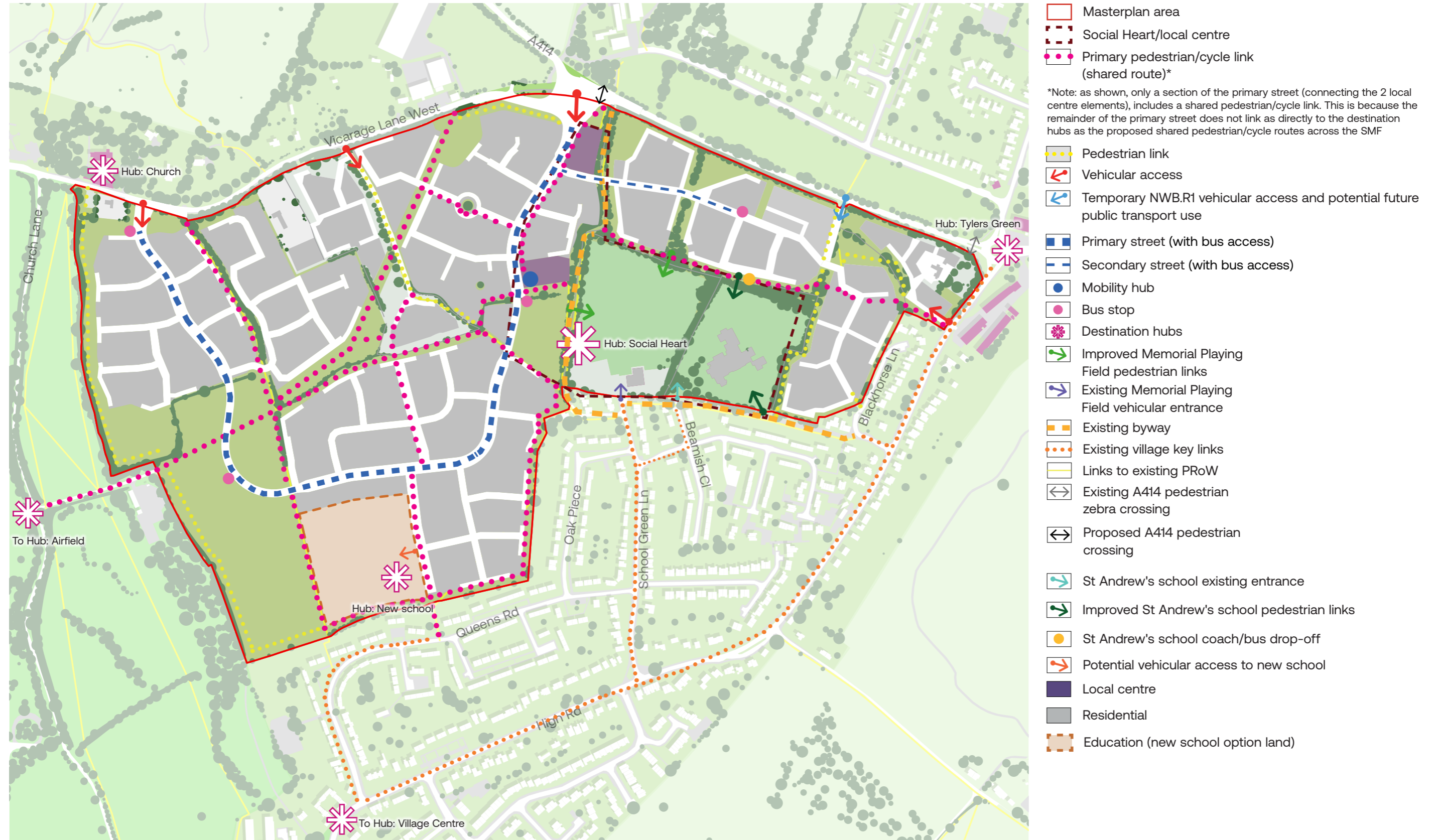


Figure 5.8 - Access and movement framework (illustrative and indicative)

Key destination routes

Figure 5.9 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 6.

- 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

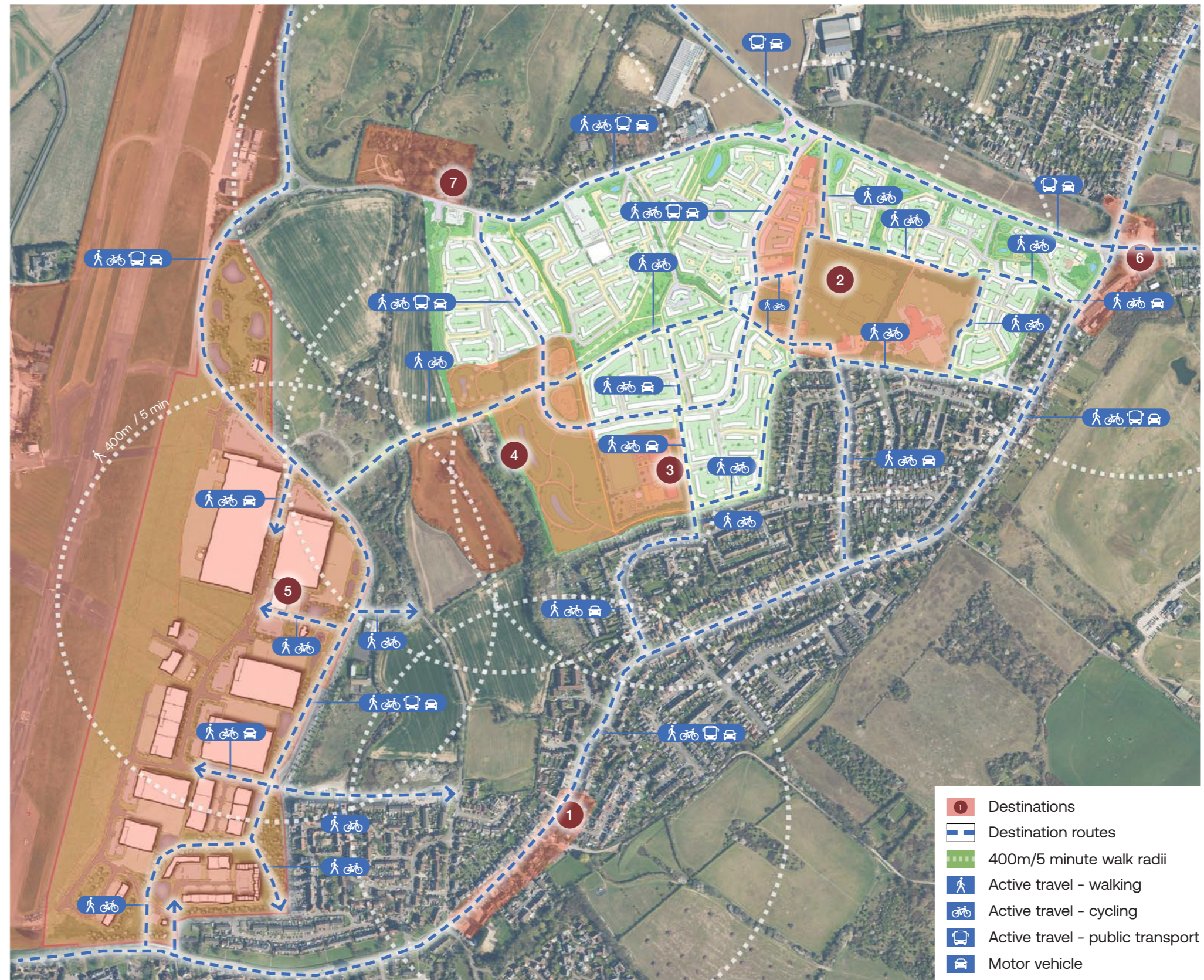


Figure 5.9 - Key destination routes

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.

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 6.

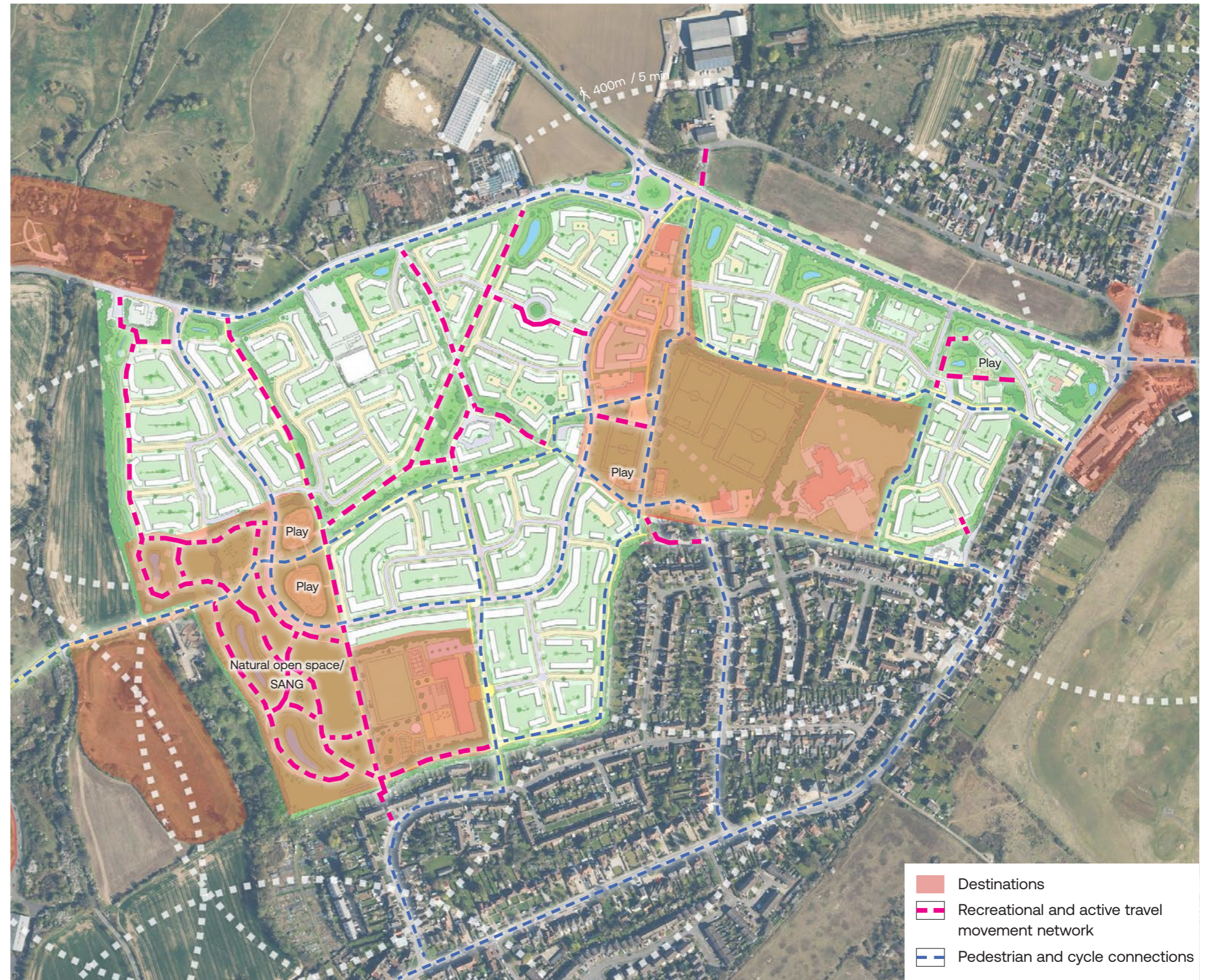


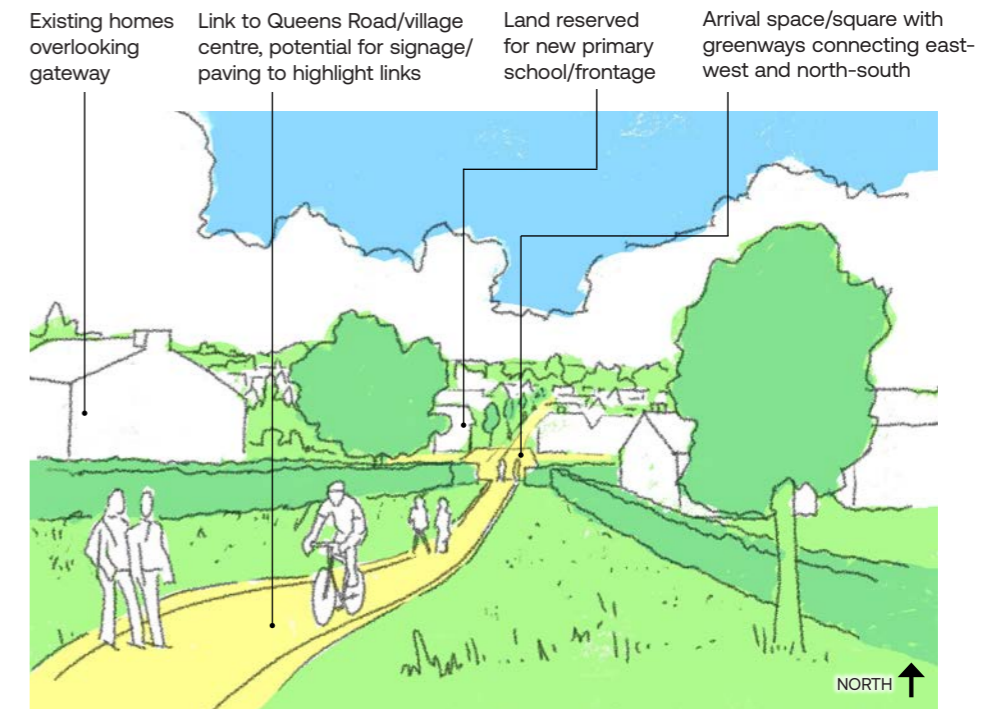
Figure 5.10 - Recreational routes

Pedestrian/cycle integration with the existing village

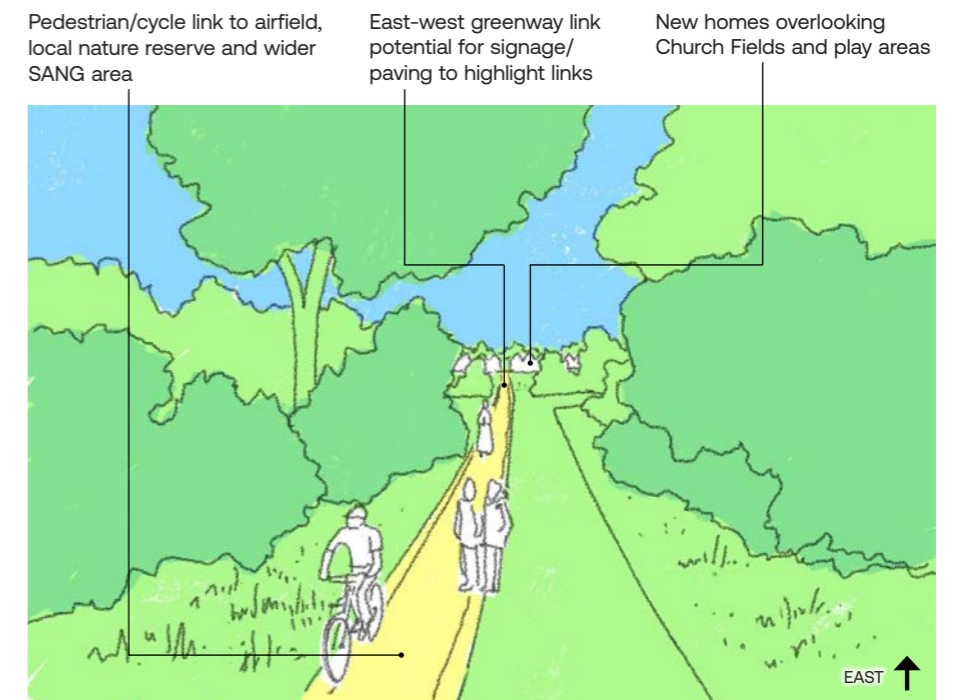
A key component of the SMF is that the proposal integrates with the existing village, providing clear and safe pedestrian routes to connect destinations across the village, both existing and proposed.

There are multiple points of pedestrian connectivity and gateways which link into the internal greenway network (referenced as GC1-10, see page 91), 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 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

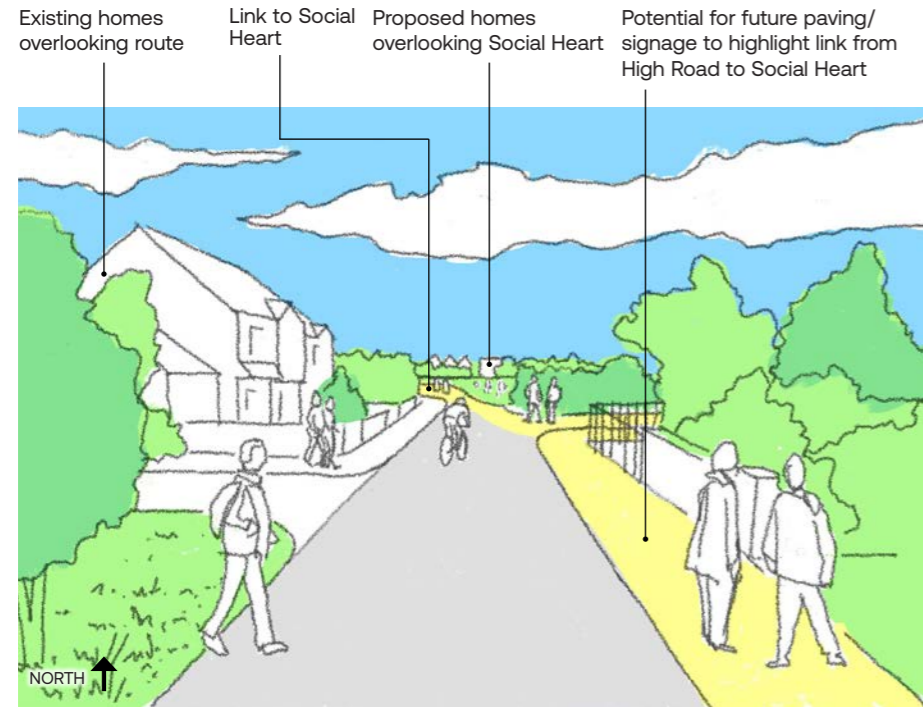


2. Pedestrian/cycle link to airfield, local nature reserve and wider SANG area

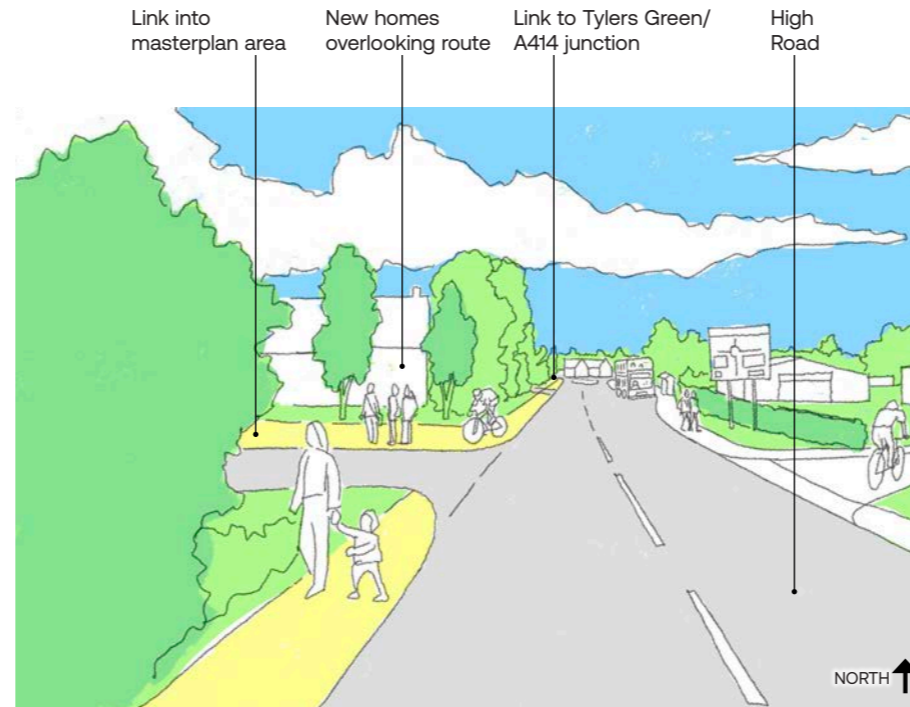


Figure 5.11 - Pedestrian/cycle integration with existing village

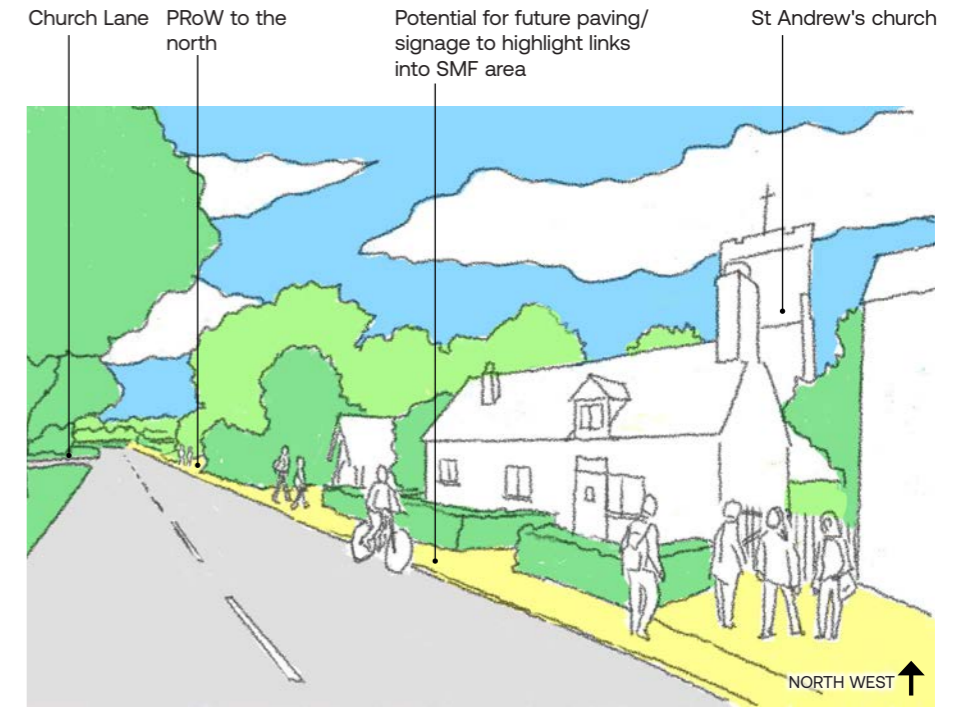
Figure 5.12 - Sketches of key integration links



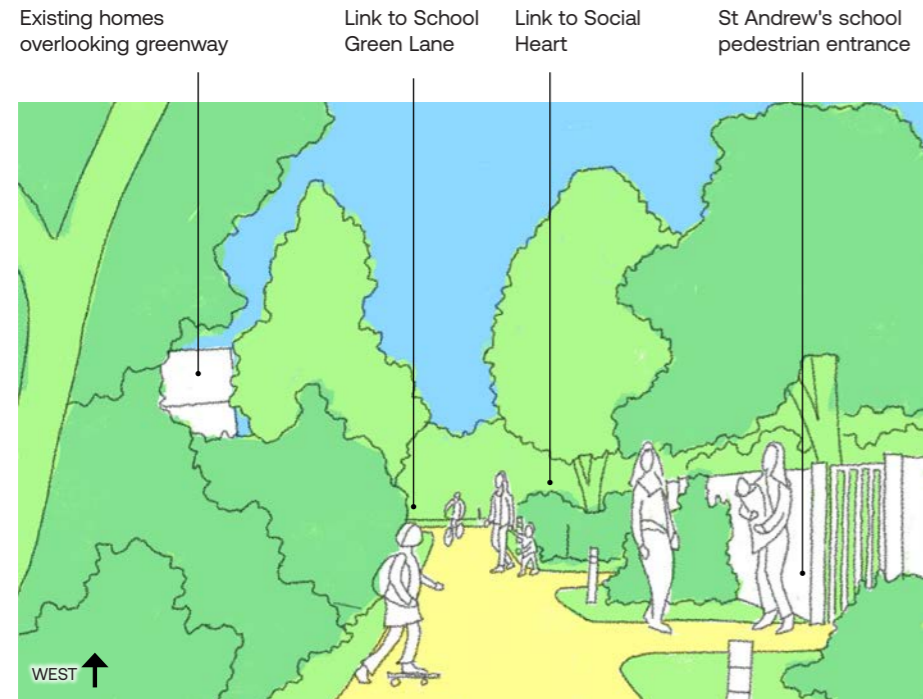
3. School Green Lane - connecting the High Road to Social Heart and St Andrew's school, important pedestrian/cycle link



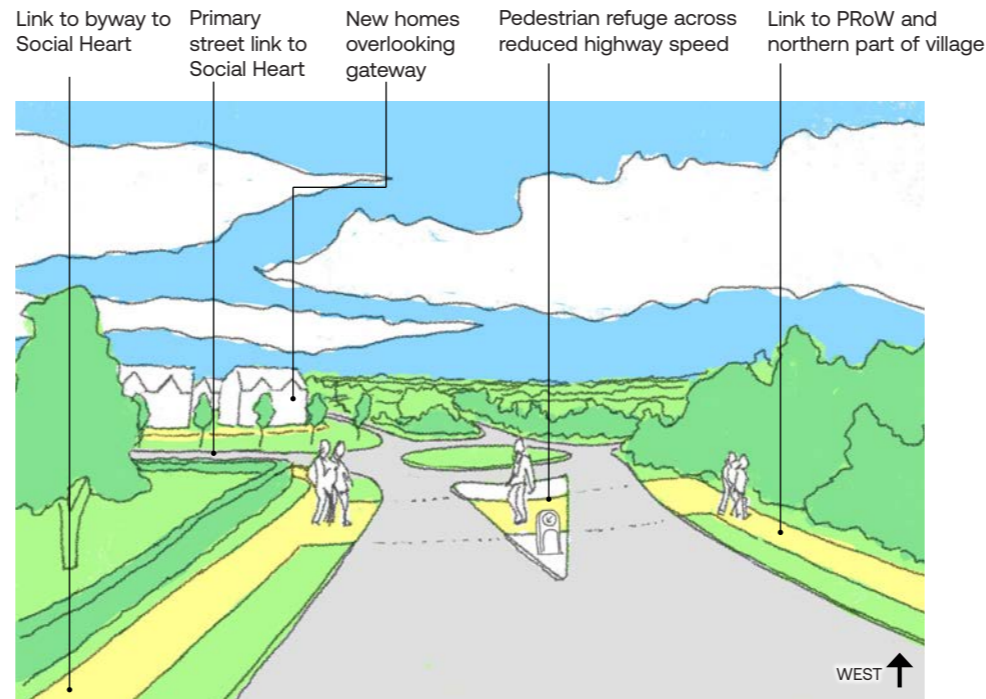
5. High Road link into masterplan area (connecting to NWB, R2)



7. Vicarage Lane 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

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 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 5.8 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.

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.

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.

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.

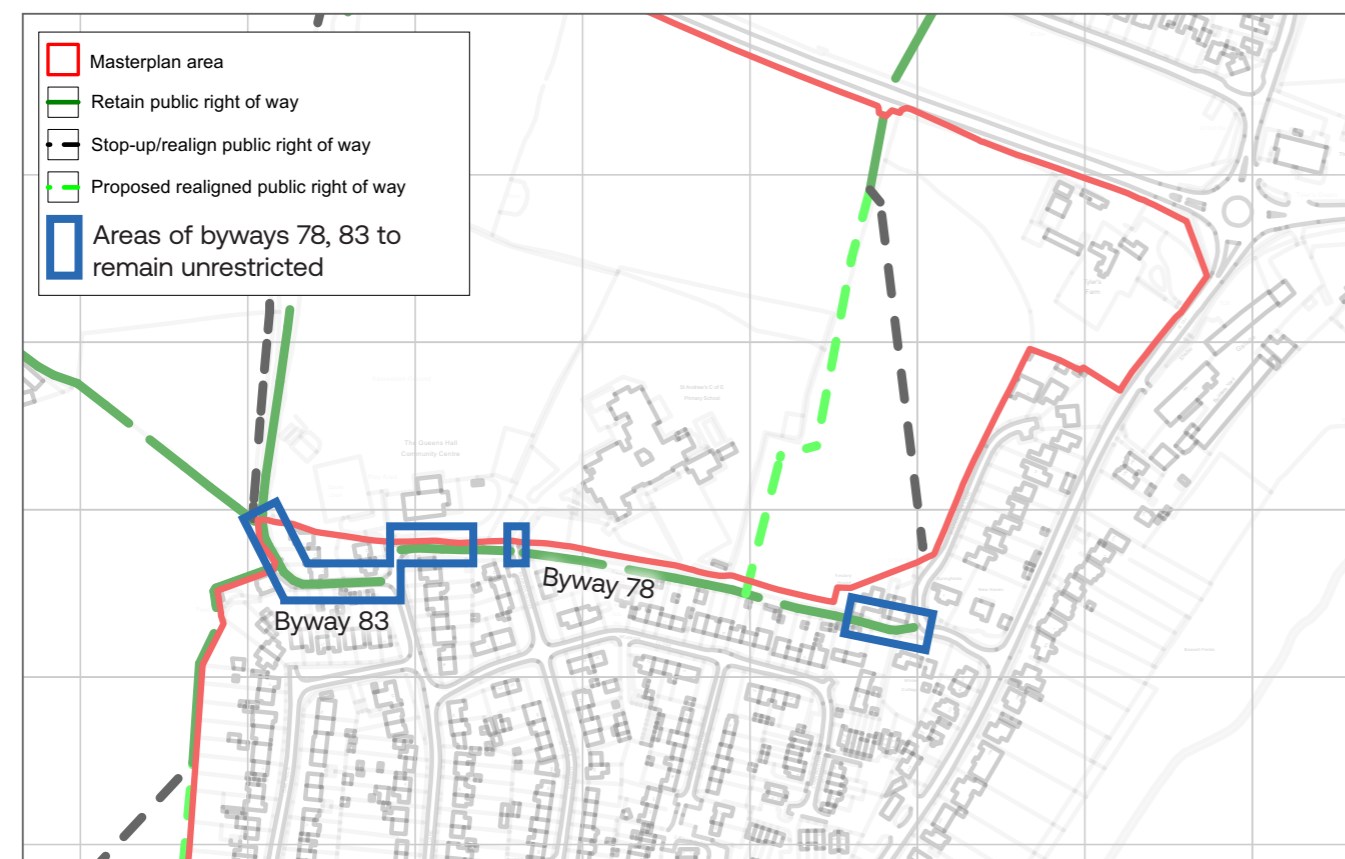


Figure 5.13 - Proposed restrictions to byway access

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 Local Centre please refer to the land use framework section (p66).

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 section 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, 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. NWB.R5 features an additional existing vehicular access from Vicarage Lane 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

A proposed new roundabout on the A414 / Vicarage Lane 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, 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. A public transport only exit is proposed out of Vicarage Lane (east bound). This solution largely reflects the

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

Vicarage Lane priority junction

A proposed new priority junction is proposed towards the western end of Vicarage Lane 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.

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 5.8 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. Opportunities for a lower level of car parking provision should be considered, subject to policy requirements, 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/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 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 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 5.8 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.

In developing the SMF for North Weald Airfield and designing this new access, EFDC have the opportunity to create a road through part of the airfield linking Merlin Way with Epping Road.

Such a route would help traffic management around North Weald Bassett by helping to avoid unnecessary traffic routing through the village centre and discouraging rat-running on Church Lane and Wellington Road as a short cut between the village and A414.

This draft 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.