



NORTH WEALD BASSETT NEIGHBOURHOOD PLAN

North Weald Bassett Neighbourhood Plan 2025-2033

**Pre-Submission (Regulation 14) Consultation
Version
February 2026**



CONTENTS

1	INTRODUCTION.....	3
	Purpose of the plan.....	3
	Policy context.....	4
	Monitoring the Plan	6
	Developing the Plan	6
2	LOCAL CONTEXT.....	7
	North Weald Bassett's local context	7
	History of North Weald Bassett	7
	Profile of the community today	8
	Proposals for growth in North Weald Bassett	13
	Main issues and challenges in North Weald Bassett Parish.....	13
3	OVERARCHING VISION AND OBJECTIVES FOR THE PARISH.....	16
	Parish Vision	16
	Objectives	16
4	PARISH-WIDE POLICIES	18
	Materials.....	19
	Soft landscaping	21
	Residential parking	22
	Energy and resource efficiency through design	24
	Lighting.....	26
5	NORTH WEALD VILLAGE	27
	Street and building layouts.....	27
	Building heights, styles and materials.....	29
	Landscaping and green buffers	29
	Public realm and open spaces.....	32
	Views	33
	Sustainable linkages.....	36
	Public parking	37
	Epping-Ongar Railway	39
	St Andrew's Primary School.....	39

North Weald Airfield	40
6 THORNWOOD COMMON.....	44
Community Hub.....	44
7 LATTON PRIORY	46
8 LOCAL GREEN SPACES.....	47
9 TRAFFIC AND ROADS.....	59
10 NON-POLICY ACTIONS.....	61
11 POLICIES MAPS.....	63

APPENDIX A: EPPING FOREST LOCAL PLAN ALLOCATIONS

1 INTRODUCTION

1.1 Neighbourhood planning gives local people and communities direct power to develop a shared vision for their local area, and to shape its development and growth. This power, afforded by the Localism Act 2011, gives local communities the ability to choose where they want new homes, shops and offices to be built, have their say on what those new buildings should look like and what infrastructure should be provided. Neighbourhood planning provides a powerful set of tools for local people to plan for the types of development to meet their community's needs. Amongst other uses, a neighbourhood plan, once made, becomes part of the statutory development plan and can supersede non-strategic policies in the Local Plan.

1.2 For the purpose of clarity and to avoid confusion, within this document:

- 'North Weald Bassett' refers to North Weald Bassett Parish in its entirety.
- 'North Weald Village' refers to the village of North Weald only.
- 'Thornwood' or 'Thornwood Common' refers to the village of Thornwood only.
- 'Hastingwood' refers to the Ward of Hastingwood, excluding Latton Priory.
- 'Hastingwood Ward' refers to the ward in its entirety, including Latton Priory.
- 'Latton Priory', whilst located within the Hastingwood Ward, refers to the Latton Priory Masterplan Area as per the Epping Forest Local Plan.
- 'Neighbourhood Plan Area', 'Plan Area' or 'Neighbourhood Area' refers to North Weald Bassett Parish in its entirety.

Purpose of the plan

1.3 This document represents the Neighbourhood Plan for North Weald Bassett for the period 2025 to 2033. The Plan contains a vision for the future of North Weald Bassett parish and sets out clear planning policies to realise this vision.

1.4 The principal purpose of the Neighbourhood Plan is to guide development within the parish. It also provides guidance to anyone wishing to submit a planning application for development within the parish. The process of producing a plan has sought to involve the community as widely as possible. The different topic areas are reflective of matters that are of considerable importance to North Weald Bassett, its residents, and community groups.

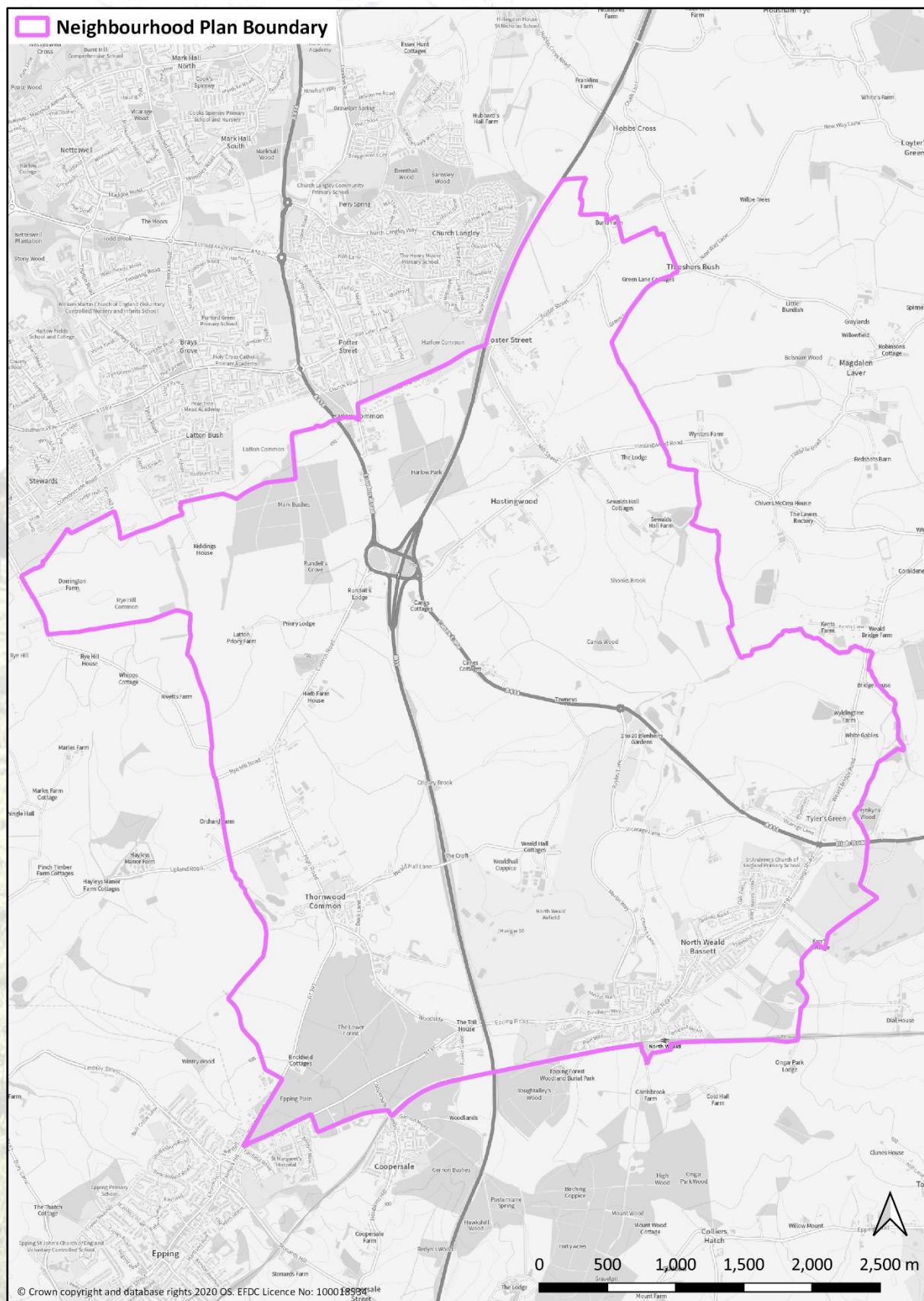
1.5 Some of the Neighbourhood Plan policies are general and apply throughout the Plan area, whilst others are site or area-specific and apply only to the appropriate areas illustrated on the relevant map. Nevertheless, in considering proposals for development, Epping Forest District Council will apply all relevant policies of the Plan. It is therefore assumed that the Plan will be read as a whole, although some cross-referencing between Plan policies has been provided.

1.6 The process of producing the Neighbourhood Plan has identified a number of actions which have not been included in the policies' sections. This is because these are not specifically related to land use matters and therefore sit outside the jurisdiction of a Neighbourhood Plan. These actions will be addressed by the Parish Council outside of the Neighbourhood Plan process.

Policy context

- 1.7 The Neighbourhood Plan represents one part of the development plan for the neighbourhood area over the period 2025 to 2033, the other part being the Epping Forest Local Plan.
- 1.8 On 23rd January 2017 Epping Forest District Council, as the local planning authority, designated the whole of North Weald Bassett parish as the Neighbourhood Area to enable North Weald Bassett Parish Council to prepare the Neighbourhood Plan. This designation followed a challenge by the Parish Council to include an area of land (initially excluded from the designation) to the south of Harlow (Latton Priory) but which sat within the Parish of North Weald Bassett.
- 1.9 The Neighbourhood Plan has been prepared by the community through both the North Weald Bassett Neighbourhood Plan Steering Group along with the support of the Parish Council, and in accordance with the Town & Country Planning Act 1990, the Planning & Compulsory Purchase Act 2004, the Localism Act 2011 and the Neighbourhood Planning Regulations 2012 (as amended). The Parish Council has prepared the plan to establish a vision for the future of the parish and to set out how that vision will be realised through planning and controlling land use and development change over the plan period.
- 1.10 The map in Figure 1.1 below shows the boundary of the Neighbourhood Plan area, which is the same as the administrative boundary of the parish.
- 1.11 The Epping Forest Local Plan 2023 provides an up-to-date spatial framework and evidence base to inform the development of the Neighbourhood Plan.
- 1.12 The Neighbourhood Plan recognises that allocations for development in North Weald Bassett have been made in the Epping Forest Local Plan. These allocations have been included for reference purposes in Appendix A. In addition, to the north-west and north of the parish a new garden town has been allocated at Harlow and Gilston. This will accommodate at least 10,000 along with a range of other facilities and infrastructure. The development of the garden town will have an impact on North Weald Bassett.

Figure 1.1: North Weald Bassett neighbourhood plan area



Monitoring the Plan

1.13 North Weald Bassett Parish Council, as the responsible body, will be responsible for maintaining and periodically revisiting the Plan to ensure relevance and to monitor delivery. The Parish Council intends to review the document at least every two years but this may be undertaken more frequently if required.

Developing the Plan

1.14 The information that has inspired this plan has been assimilated and collated on a voluntary basis by the North Weald Bassett Neighbourhood Plan Steering Group formed in 2016, and the Parish Council. The steering group consisted of local residents, with representation from each of the three villages in the Parish, together with support from the Parish Council-appointed Neighbourhood Plan Sub-Committee. Both the Steering Group and the Parish Council have spent considerable time obtaining the views of local residents to establish what is important to them, and how they see the future of the Parish evolving. These views have been obtained by way of pop-up workshops, feedback gained at local community events, two large scale community consultations, liaising with local groups, and a number of public consultation events.

1.15 Much of the initial inputs from the community were gathered during the period up to 2020. The Covid pandemic and uncertainty with the EFDC Local Plan paused activity for a considerable period of time. When the preparation of the plan was picked up again in 2024, it was important to ascertain whether the community's views regarding the issues had changed. A survey was commissioned and carried out in early 2025. Whilst the headline outcome was that the community's views remained broadly unchanged, the findings from this survey have been fed into the development of the plan. As such, the plan is considered to reflect the position as it stands today in North Weald Bassett.

1.16 The parish of North Weald Bassett is unique – each area having its own specific identity, challenges and opportunities. Extensive consultation has taken place over several years, and in many different formats, with both the local community and key stakeholders at the heart of this consultation. The responses to this consultation, together with evidence from other important sources, has led to the creation of a Neighbourhood Plan that looks to create a future that respects the important heritage and our locally valued sense of identity, all set against a backdrop of plans by the District Council for a high level of growth. It is inevitable that growth will happen, as it has in the parish throughout its history, and it is true that the Parish will change considerably over the coming years. This Plan aims to provide the best opportunity to ensure that growth occurs whilst always respecting our villages, our countryside, and what is valued by our local community. Community is at the heart of this plan.

2 LOCAL CONTEXT

North Weald Bassett's local context

2.1 North Weald Bassett parish is in Epping Forest district, located in West Essex. The parish consists of three areas:

North Weald village	Thornwood	Hastingwood
2.2	The northern boundary of the parish runs contiguous with the southern edge of Harlow. The eastern, southern and western boundaries are flanked by agricultural land and settlements, the largest of which is Epping, located to the south west. Further afield, Bishop's Stortford is located approximately 18km to the north and Chelmsford is situated approximately 20km to the east.	
2.3	The M11 bisects the parish from north to south providing a direct connection to the M25, approximately 3km to the south, and Stansted Airport, approximately 18km to the north. Hastingwood roundabout, located in the north of the area, is a junction of the primary roads in the parish, namely:	
	<ul style="list-style-type: none">• the M11;• the A414 which runs from Harlow in the north across to the south east of the area and onto Chelmsford;• the B1393 which runs south west from the roundabout to Epping.	
2.4	The Epping Ongar Railway heritage railway, now a preserved heritage railway, traverses the southern boundary of the area. The North Weald Airfield occupies land in the south and is used for various industrial and distribution activities, alongside both private light aviation, Air ambulance, police helicopter operations, and heritage aviation.	
2.5	Epping Underground Station generates traffic on the B181 and B1393 drawing commuters to the Essex terminus of the Central Line which has notably cheaper fares to central London than the surrounding overground rail connections.	
2.6	The Stort Valley Way is a circular recreational footpath around Harlow, measuring 45km. The route passes through the northern half of the parish.	

History of North Weald Bassett

- 2.7 From the beginning of the medieval period the Neighbourhood Area was mainly forested and the principal place names of the area, Thornwood, Hastingwood and North Weald, are a reminder of this historic character; Weald meaning “a wood” in Old English.
- 2.8 Throughout the medieval and post-medieval periods the area developed over time to support an agricultural way of life. Products were diverse, with a large variety of crops cultivated as well as livestock including pigs, sheep and cattle. From the late 19th and early 20th century



some specialisation in production occurred, as the railway gave greater access to the markets of London.

- 2.9 Primary areas of settlement, including the villages of Thornwood Common and North Weald, remained dispersed in character until the 20th century. As the population of the area increased, in part influenced by the construction of North Weald Airfield early in the century, the villages became more consolidated as modern housing was developed.
- 2.10 Its population started to grow in the latter part of the 19th century, but the local character did not change materially until the establishment of the North Weald Airfield in 1916 by the Royal Flying Corps. This was quickly followed in 1918 by the Royal Air Force which established and used North Weald Airfield as a base. North Weald village gained its first village hall in 1928, followed by a few purpose-built shops along the High Road in the 1930s. During the Second World War an army camp was constructed at Thornwood.
- 2.11 Between 1945 and 1960, new housing was built in various locations around North Weald village. In 1949, the Epping to Ongar Branch Railway became part of the London Underground Central Line. In 1964, the RAF left their station at North Weald Airfield, resulting in a loss of employment in the area. Further housing growth came in the late 1960s and 1970s. In 1979, North Weald Airfield was opened as a civilian airfield and in 1980, the M11 was opened, travelling north to south through the Neighbourhood Plan area, improving access to London. In 1994, the Epping to Ongar Branch Railway closed but in 2004 a 6.5-mile stretch was opened as a heritage railway, with North Weald Station at its centre.
- 2.12 The present day character of the villages is largely a reflection of this modern development, along with the creation of the M11 and limited industrial development in Thornwood Common.

Profile of the community today

- 2.13 Unless otherwise stated, all figures are from the 2021 Census.

North Weald village

- 2.14 Some notable facts about the profile of North Weald village:
 - It is the most populous village in the Parish (4,748 people in 1,978 households in 2021).
 - It has a high proportion of older people (23% are aged over 65 compared with the England average of 18%).

- Despite this, 59.8% of adults aged 16 and over are economically active, which is slightly below the England average (60.9%).
- The main sectors that residents work in are retail and construction.
- The housing stock is predominantly semi-detached, accounting for 37% of housing, with very high levels of owner occupation (72% against an England average of 61%). The proportion of social rented housing (17%) is the same as the national average.
- Car ownership is high, with 49% of households having access to at least two cars. The England average is 35%.

2.15 The village is a linear residential settlement concentrated along the B181. There are a number of small commercial developments scattered through the village including local convenience shops, a petrol station, two public houses, and two community halls.

2.16 The primary route through the settlement is the B181, which defines the central axis of North Weald village, connecting it with Epping to the south and the A414 in the north. The B181 draws a high volume of traffic from commuters driving to Epping Station; the Essex terminus of the Central Line which provides cheaper access to central London than the nearest overground train lines.

2.17 Cars often park straddling the kerb or on the pavement along the B181, which makes the road and pavement narrower, often restricting movement.

2.18 A number of bus services run along the B181 allowing access to facilities and services outside North Weald village to residents who cannot drive, however these are infrequent, often unreliable, and ceasing relatively early in the evenings.

2.19 The A414 crosses the B181 just to the north of North Weald village at Tylers Green. The A414 leads to east Chipping Ongar and Chelmsford, and to the M11 and Harlow in the north.

2.20 The M11 provides easy access to London in the south and to Cambridge in the north. It is accessed from within the parish from the A414. Closure and delays on the nearby M25, and on the M11 often results in gridlock throughout North Weald village and an increase in heavy goods vehicles in the area.

2.21 A small row of shops, grocers, restaurants, takeaways and services creates a focus of activity in the centre of the village.

2.22 A dominant feature of the village is North Weald Airfield, with North Weald village owing a good part of its identity to the historic presence of the Royal Airforce. A strong military influence can be seen throughout the village, both in terms of design and referencing.

2.23 The North Weald Airfield Museum is located just off Hurricane Way, in front of which is the Debt of Honour and the Norwegian Stone, given to the people of the district by HRH, Crown Princess of Norway, Princess Astrid in 1952. The stone represents the strong Norwegian links going back to the Second World War. This is reflected further in Norway House, a former officers' mess located opposite the stone, presently used as temporary accommodation for homeless or displaced people

2.24 Several public rights of way cross through the centre or skirt the edge of the village, providing access to the rural landscape. For example, the routes north of North Weald village along Church Lane to the Parish Church of St Andrew, or east of the village over Weald Common leading toward North Weald Redoubt, a Scheduled Monument.

2.25 The Epping Ongar Railway, a heritage railway has one of its three functioning stations in North Weald Bassett which has been refurbished but does not function as a transport link. The line

runs between Ongar and Epping and creates a line of severance in the landscape limiting the number of roads and routes in a north-south direction to the south of North Weald.

- 2.26 With the exception of a few commercial or community uses and the Airfield, the character of the village is almost exclusively residential development. As a result, levels of activity are low and there is a sense of relative tranquillity away from the busy B181.
- 2.27 The village is served by St Andrew's CE Primary School, located just off Beamish Close, directly adjacent to which is the Queens Hall Community Centre and Memorial Playing Fields – A Queen Elizabeth II Fields In Trust site.
- 2.28 The village consists of mainly two storey brick buildings, typically with pitched roofs, with an array of architectural styles and ages. The village is surrounded by, and has strong connections with, the surrounding agricultural landscape which provides tree or hedge lined backdrops to views out of the village and a sense of openness to the edges of the village.
- 2.29 The Parish Church of Saint Andrew located in Vicarage Lane West, with a closed churchyard and a Lych Gate marking the entrance. Constructed in c.1330 St Andrews Church is a grade II* listed building. North Weald Bassett Cemetery is independent of the Parish Church of St Andrew, located immediately to the east of the Church, and includes areas for burials and a garden of remembrance.



Thornwood Common

2.30 Some notable facts about the profile of Thornwood Common:

- It is home to 1,026 people living in 400 households.
- It has a high proportion of older people (24% are aged over 65 compared with the England average of 18%).
- 60.7% of adults aged 16-74 are economically active, which is almost the same as the England average (60.9%).
- The main sectors that residents work in are retail and health and social work.
- The housing stock is predominantly a mix of detached and semi-detached properties, together accounting for 69% of housing, with very high levels of owner occupation (76% against an England average of 61%). The proportion of social rented housing (13%) is below the national average (17%).
- Car ownership is high, with 54% of households having access to at least two cars. The England average is 35%.
- A number of newer developments are currently under construction, one being of a more modern nature.



2.31 Thornwood Common is a small hamlet comprising a mixture of residential areas as well as light industrial and commercial land uses, dissected by the B1393 which runs from the Harlow Roundabout at Junction 7 of the M11, towards Epping.

2.32 The main settlement core of Thornwood Common is bounded by Woodside road and the B1393 between Woodside and Weald Hall Lane, west of Duck Lane.

2.33 The Parish Hall is located within the core, as is Thornwood Common (a registered Village Green), Thornwood Allotments and the Thornwood Nature Reserve.

2.34 There is a series of large industrial warehouses which contrast with the residential character due to the building size, materials and features such as security fencing to the perimeter.

2.35 Development can be found dispersed along the streets away from the hamlet's nucleus with lower development density. The houses further from the centre of Thornwood Common typically have larger front gardens fronted by hedgerows and larger back gardens which border the hedgerows of the agricultural fields.

2.36 The development along Woodside is more spread out than the centre of Thornwood Common. The houses are typically of red brick, rendered and weather boarded timber frame, which contribute positively to local distinctiveness of the area and have well vegetated front gardens including trees and large shrubs which integrate the houses into The Lower Forest. The wooded edge character is intimate and enclosed.

2.37 There is a strip of built form along Upland Road which has no particular relationship with the surrounding landscape and does not reflect its rural setting. Sited along Upland Road is the Upper Clapton Rugby Club.

2.38 South of the hamlet is The Lower Forest – an ancient woodland and SSSI providing an important green link forming part of Epping Forest (one of the largest areas of ancient woodland in the country) connecting to Garnon Bushes Nature Reserve to the south.

2.39 The trees of The Lower Forest contribute to the skyline along Woodside and the southern part of the B1393 and provide a natural, wooded, semi enclosed character. The woodland contributes to the setting of the hamlet and provides physical separation between the settlement and Epping to the south.

2.40 The B1393 through Thornwood is an extremely busy route, used by commuters from Harlow to access Epping and the London Underground Central Line station at Epping, as well as providing the most direct link from Epping to the M11 and Harlow. As in North Weald village, issues on the M25 and M11 have significant impacts on these local routes.

Hastingwood

2.41 Some notable facts about the profile of Hastingwood village:

- It is the least populous village in the Parish (292 people in 110 households in 2021).
- It has a high proportion of older people (22% are aged over 65 compared with the England average of 18%).
- Despite this, 65.4% of adults aged 16 and over are economically active, which is well above the England average (60.9%).
- The housing stock is predominantly detached, accounting for 58% of housing, with very high levels of owner occupation (78% against an England average of 61%). The proportion of social rented housing (8%) is half the national average.
- Car ownership is high, with 45% of households having access to at least two cars. The England average is 35%.

2.42 Hastingwood is the least populated part of the Parish sitting just south of the major settlement of Harlow within the northern most part of the Parish. Hastingwood is very disjointed, split by the M11 and consisting of mainly open agricultural land, with very small irregular settlements set around Hastingwood Road, Mill Street, Harlow Common Road, London Road, Park Close and Foster Street.

2.43 Despite its size Hastingwood has three pubs, as well as the Hastingwood Village Hall, an allotment site and St Clare's Hospice.

2.44 A key node that dominates the area is the substantial oval roundabout at Junction 7 of the M11 (known locally as either the Hastingwood, Harlow or M11 roundabout). This connects the A414, the B1393 and Hastingwood Road, providing links to London, Cambridge and Harlow and the surrounding settlements of Hastingwood, North Weald village and Thornwood. The Hastingwood Roundabout is often very busy and regularly congested.

2.45 The M11 cuts through the centre of Hastingwood, acting as a clear barrier linking two distinctly separate areas. Roads which form the main settlement areas including Harlow Common, Mill Street and Hastingwood Road are known locally to be used as a rat run when the Hastingwood roundabout is congested.

2.46 A network of public rights of way connect the settlements of Hastingwood with Harlow and provide links to the surrounding rural landscape. The Stort Valley Way and Forest Way are long distance recreational trails, with the Stort Valley Way crossing the M11 at the southern end of Harlow Park. Forest Way crosses the M11 along Harlow Common road and leads from Harlow Common, around Mark Bushes and south through Epping Forest. Both trails cross agricultural fields and wooded landscape on well-used trodden earth tracks or lanes with a sense of relative tranquillity away from the M11.

2.47 The area is primarily agricultural with farm complexes with areas of large, wooded parks namely Mark Bushes, Latton Park and Harlow Park.

2.48 There are a number of commercial ventures surrounding the Hastingwood Roundabout and the A414 including Harlow Garden Centre, a fast food restaurant, two petrol stations and a van sales store.

2.49 Small units offered for commercial use are also scattered throughout the Hastingwood settlements.

2.50 To the east of Hastingwood lies Latton Priory (NHLE 1017386) – the remains of an Augustinian Priory of St. John the Baptist dating to the medieval period at what is now Latton Priory Farm.

Proposals for growth in North Weald Bassett

2.51 The Neighbourhood Plan does not allocate any sites for development within the development period. However, Epping Forest District Council proposes significant levels of growth and have allocated the following development as part of the Epping Forest Local Plan (see Appendix A for the location of these allocated sites):

- North Weald Village – 1,050 homes plus 5 traveller pitches
- Thornwood - 172 homes
- Latton Priory – 1,050 homes plus 5 traveller pitches, one hectare of new employment land for office and research and development uses and other facilities
- North Weald Airfield - land for employment use (industrial, office, research and development and light industrial uses).

Masterplans

2.52 The following Masterplans have been commissioned and adopted by Epping Forest District Council:

- North Weald Masterplan, leading and informing the development of North Weald Village.
- Latton Priory Strategic Masterplan, leading and informing the development of the Latton Priory.
- North Weald Airfield Masterplan, leading and informing the development of North Weald Airfield.

Main issues and challenges in North Weald Bassett Parish

2.53 The proposed development identified in the Epping Forest Local Plan has presented a series of issues and challenges which the Neighbourhood Plan seeks to address. These have been informed by the scale and nature of growth proposed for the area which will have a significant impact on North Weald Bassett as it is today.

2.54 Feedback from public consultations carried out across the Parish and conducted as part of the Neighbourhood Plan process identified that the most valued aspects of all of the individual communities include the village feel, its ruralness and countryside, and that it is a friendly, peaceful and quiet place to live.

2.55 The biggest challenge faced by the Neighbourhood Plan is finding a way to ensure that the level of proposed growth is able to integrate into our communities, so that both new and current residents are able to continue to enjoy the elements that make the Parish so well loved and valued. These include:

- i. Protecting and enhancing the village feel that is so valued by local residents
- ii. Ensuring development reflects the locally distinctive character of each village
- iii. Protecting local green spaces of value to residents
- iv. Protecting walking connections to the countryside

2.56 There are also a number of issues that need to be addressed as part of this proposed growth, some of which do not fall within the power of a Neighbourhood Plan. However, this plan sets out what the community expect new development to both consider and, if necessary, provide. This includes:

- i. improved connectivity to Epping which minimises reliance on the private car;
- ii. substantial improvement to the reliability and frequency of public transport, particularly linking to Epping Underground Station;
- iii. improving public parking;
- iv. addressing vehicle congestion issues at The Plain junction causing congestion issues along both the B181 from North Weald and B1393 from Thornwood;
- v. public sporting facilities;
- vi. more facilities for young people;
- vii. more social facilities in Thornwood.
- viii. Vehicle congestion issues at the M11 roundabout in Hastingwood.

2.57 The Neighbourhood Plan seeks to ensure that new development not only maintains, but enhances the things valued most by residents, and addresses the issues that already cause problems and concerns.



3 OVERARCHING VISION AND OBJECTIVES FOR THE PARISH

Parish Vision

- 3.1 In the Summer of 2018, the Neighbourhood Plan Steering Group carried out a Parish wide Survey of the local community. Over 48% of residents responded giving their views.
- 3.2 What was clear from this feedback was how each village within the Parish has its own issues causing concern, and their own priorities when considering how each village should grow.
- 3.3 Further public events were held in December 2018 and December 2019, and together with the results of the parish-wide consultation, have led to the following overall vision for the Parish North Weald Bassett:

"The settlements within North Weald Bassett parish will continue to be unique in nature, having their own personal identity, being great places to live with easy access to enjoy the open countryside. Future development will integrate into each settlement's unique character and housing design, with improved sustainable transport links to neighbouring villages and towns and enhancing each area's individual sense of community."

- 3.4 The results of the community survey in 2025 confirmed that little had changed with respect to the community's views, therefore the vision should remain the same.

Objectives

- 3.5 The objectives of the Neighbourhood Plan as identified through engagement with the community are as follows:
 - Objective 1: To ensure new development contributes to, and respects, the unique 'village feel' in all three villages, particularly through high quality design.
 - Objective 2: That new development links with the existing communities in North Weald Bassett Parish on foot and by bicycle.
 - Objective 3: North Weald Bassett Parish's green spaces of value are protected and access to the countryside for walkers and cyclists is both protected and enhanced.
 - Objective 4: That the need for new community facilities, including for sport and children's play, social interaction, and open space are delivered.
 - Objective 5: That the heritage aspects of each individual village within the Parish of North Weald Bassett are preserved and enhanced, particularly for North Weald village, and that this heritage and character is reflected in any new development
 - Objective 6: That the detrimental impacts of vehicular traffic – including the increased traffic, congestion and parking – are addressed and minimised throughout the Parish as a whole.
 - Objective 7: That improved sustainable transport links to Epping from both Thornwood Common and North Weald village are created.
 - Objective 8: That development minimises its carbon emissions and its impact on the natural environment.
- 3.6 Due to the unique differences each area has, a vision has been created for each settlement. Today, Latton Priory comprises farmland within Hastingwood. Proposed development in the

Epping Forest Local Plan will create a new community within the parish and within the Harlow and Gilston Garden Town project. Therefore, a vision respecting the proposals has been designed alongside visions for the existing three villages.

North Weald Bassett Village

"North Weald village will continue to be a close-knit village with a strong sense of community. The village will become more sustainable through improved health, education, leisure and community facilities, alongside a strengthened range of shops and services, complemented by enhanced sustainable and public transport provision. Rich and distinctive military heritage links with North Weald Airfield will be strengthened and reflected in future development."

Thornwood Common

"Thornwood will continue to be a small but vibrant community, with a strong sense of identity and great links to the countryside and Epping Forest. Improved sustainable access links to the new facilities at the neighbouring Latton Priory Development will increase accessibility to much needed community facilities and services. Well-designed development will contribute towards the creation of a central focal point for the settlement."

Hastingwood

"Hastingwood will remain a small hamlet, with a diverse range of dwellings dispersed sporadically throughout the settlement, set in the open countryside. Improved sustainable cycling and walking routes will improve connectivity to neighbouring towns and villages providing residents with more choices and opportunities."

Latton Priory

"In addition to being an integral part of the Harlow and Gilston Garden Town, Latton Priory will have its own unique identity, providing first class education, health, leisure and community facilities, forging a strong sense of community ownership. It will be a place to live, work, and play."

4 PARISH-WIDE POLICIES

4.1 The village feel within each of the villages of North Weald Bassett is a very strong feature of its appeal for the existing communities. The setting of the villages of North Weald, Thornwood Common and Hastingwood in attractive and accessible rural surrounds makes it easy to forget how close they are to the major centres of Harlow and London.

4.2 The Parish has a diverse range of character design and is a good example of how places change and evolve over hundreds of years. There is not one design style which fits the entire parish. However, there are certain patterns of development and design influences that can be identified and attributed to the different settlements. Within the Plan area the two primary areas of settlement, Thornwood Common and North Weald village, both remained dispersed in character until the 20th century. However, as the population of the areas increased, these settlements became more consolidated as modern housing was developed.

4.3 New development over the past 30 years has shown some good and bad examples of the impact of design on a community. Where the design of buildings, their layout and the provision of green spaces has taken its cues from the prevailing character of each village, it has served to enhance each area and has integrated well. Where development has been overbearing and created to simply fit a common design style that could be anywhere, it has detracted from that character with long lasting negative effects. Examples of this include parts of the Blenheim Square development in North Weald village, and the Forest Grove/Woodside development in Thornwood Common.

4.4 The significant new growth proposed over the plan period has highlighted to the community the importance of high-quality design. The Neighbourhood Plan, informed by the community engagement and its evidence base – including the Design Guidelines 2018 and Heritage and Character Assessment 2018¹ – has developed a series of design requirements, building on the ten characteristics of well-designed places as presented in the National Design Guide²:

Context – enhances the surroundings.
Identity – attractive and distinctive.
Built form – a coherent pattern of development.
Movement – accessible and easy to move around.
Nature – enhanced and optimised.

Public spaces – safe, social and inclusive.
Uses – mixed and integrated.
Homes and buildings – functional, healthy and sustainable.
Resources – efficient and resilient.
Lifespan – made to last.

4.5 These characteristics have informed the development of design-related policies not only for the individual villages, but also for development more generally across the parish. This reflects the NPPF objective of achieving well designed places and the Epping Forest Local Plan.

¹ Both studies were undertaken by AECOM for North Weald Bassett Parish Council - <https://www.northweald-pc.gov.uk/neighbourhood-plan/>

² Ministry of Housing, Communities and Local Government (2019) *National Design Guide: Planning practice guidance for beautiful, enduring and successful places* - https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/843468/National_Design_Guide.pdf

Specifically Policy DM9 (High quality design) requires development, through its design, to contribute to the distinctive character and amenity of the local area.

4.6 The following policies should be applied to all new development in the Neighbourhood Area.

Materials

4.7 The buildings across the parish do not have a single predominant palette of materials. Part of the village character of North Weald and Thornwood villages is provided by the range of materials and styles that have been used, albeit with red brick – which complements the green landscape - predominating. What is noticeable is the common rhythm of design, assisted by the absence of ‘feature’ designs which use materials and styles that are very different to those prevailing in the village. This avoids the feeling of development which ‘grates’ against the characteristics of North Weald and Thornwood. Tempest Mead, a development in the mid-1990s, is a good example of the use of subtle materials which follows the Essex Design Guide.

4.8 Part of the reason why this pattern has developed is the limited amount of large-scale development over the past 30-40 years. The proposed development at North Weald village in the Epping Forest Local Plan will change that and therefore it is important that the palette of materials used helps to blend it in with the existing community.

Tempest Mead: a good example of a subtle palette of materials and quality render



4.9 The main settlement core of Thornwood Common (bounded by Woodside and the B1393 between Woodside and Weald Hall Lane, west of Duck Lane) has a high density of development, generally comprising one and two-storey detached, semi-detached and terraced houses, typically built using yellow stock bricks or rendered with red brick detailing, or entirely using red brick.

Pictures of appropriate materials used

ROOFS



Red Tiles

Grey Tiles

WALLS



Red Brick

Yellow Brick

Red Tiles

Render

GROUND



Gravel

Concrete Setts

Granite Setts

4.10 The houses further from the centre of Thornwood Common typically have larger front gardens fronted by hedgerows and larger back gardens which border the hedgerows of the agricultural fields. The development along Woodside is more spread out than the centre of Thornwood Common. The houses are typically of red brick, rendered and weather boarded timber frame, which contribute positively to local distinctiveness of the area and have well vegetated front gardens including trees and large shrubs which integrate the houses into The Lower Forest. The wooded edge character is intimate and enclosed.

4.11 The materials used in developments in North Weald and Thornwood villages should be informed by the Design Guidelines 2018 and the Heritage and Character Assessment 2018. The Design Guidelines identify, for each location, appropriate types of materials for roofs, walls and ground.

POLICY GEN1: MATERIALS

New buildings should preserve and enhance the character of the traditional villages of North Weald, Thornwood and Hastingwood through the use of high quality, traditional durable materials and appropriate detailing. This should be informed by the Design Guidelines for North Weald Bassett 2018 and the North Weald Bassett Heritage and Character Assessment 2018 (or any successor documents).

Soft landscaping

4.12 There is no way round it – building new houses cannot be good for our environment. But the country needs more homes. This Neighbourhood Plan introduces policies to ensure new developments are designed to maximise the benefits they can bring to us and our countryside.

4.13 Each of the villages in the Parish has a strong connection with the surrounding countryside and agricultural landscape which, to varying degrees provides tree or hedge-lined backdrops creating a sense of openness to both the edges of the villages and within. This can particularly be seen where the land rises up to Ongar Park in North Weald, there are important inward views of the village and trees help to mask the rooflines, reducing the urbanised feel of the increase in size of the community.



4.14 Within the built-up area, trees and hedges on streets contribute to creating the character and pleasant feel of a neighbourhood, enhancing a sense of wellbeing. In addition they support local wildlife and strengthen biodiversity.

4.15 Aside from the environmental benefits, trees and streets contribute to creating the character and pleasant feel of a neighbourhood, enhancing a sense of wellbeing.

POLICY GEN2: SOFT LANDSCAPING

A. New development should, where possible, retain existing mature trees and hedgerows that form an important visual landmark or are an important natural feature that provides a significant visual link between the village and the countryside.

B. New trees and hedging located on road frontages and footpaths should be laid out to ensure that canopy size allows for appropriate vehicular circulation sight lines.

Residential parking

4.16 The village communities in North Weald Bassett feel very strongly that new development must provide adequate levels of car parking for residents. North Weald and its villages remain rural. Whilst the expectation of the strategic developments in the Local Plan are that they provide high levels of self-containment (in terms of the services they provide for their residents), the same requirement in the villages is unrealistic. Services are inevitably more limited and public transport is seen as being unreliable and infrequent. Dependence on the private car therefore remains, and this is not expected to change for the lifetime of this plan.

4.17 This is supported by the 2021 Census data. In Epping Forest district, 86% of households have access to at least one car, with 44% having access to two or more cars. In the villages, car availability is higher:

- North Weald – availability of at least 1 car is 89% and 2 or more cars is 49%.
- Thornwood – availability of at least 1 car is 94% and 2 or more cars is 54%.
- Hastingwood – availability of at least 1 car is 95% and 2 or more cars is 67%.

4.18 Currently the Essex County Council Parking Guidance³ is used as a starting point to inform development, with proposals then appraised on a case-by-case basis. The Local Plan proposes that a more locally focused approach to parking standards should be taken across the district, based on levels of car ownership, access to services and facilities and widening the use of 'unallocated' parking within larger developments. In the villages of North Weald, Thornwood and Hastingwood, the latter approach is not considered appropriate as this creates conflict amongst neighbours. In these locations it is considered that the most appropriate mitigation of on-street parking impacts is ensuring that the only unallocated parking is for visitors.

4.19 Developments that have been poorly designed in respect of car parking not only have a detrimental effect on the visual appearance of development but also create safety and access issues for a wide range of users such as children, people with impaired mobility and parents/guardians with prams.

4.20 The community considers that the examples of successful developments in terms of addressing parking needs are those where parking is provided directly at the front or sides of properties. This also has the effect of setting the front door of properties back from the street. Developments such as those referred to in paragraph 4.3 not only have front doors right on the street but narrow pavements and car ports to the rear of many properties. As a result,

³ Essex County Council (2024) Essex Parking Guidance (<https://www.essexdesignguide.co.uk/design-details/2024-essex-parking-guidance/>)

vehicles often park on the pavements, with the effect of a car-dominated feel with many pedestrian users restricted in their access.

Examples of a car-dominated development with restricted pedestrian access due to on-street parking



POLICY GEN3: RESIDENTIAL PARKING

- A. Development which includes residential parking is expected to meet the requirements Epping Forest Local Plan Policy T1 (Sustainable Transport Choices) and specifically the Essex County Council Parking Guidance 2024 (or any successor document). Unallocated parking should only be relied upon for visitor parking unless it can clearly be demonstrated that the impact of on-street parking can be fully mitigated.**
- B. New development should, where possible, provide parking for vehicles:**
 - a. at the front of properties⁴;**
 - b. as close as reasonably possible to the entrance of the property;**
 - c. that keeps a line of sight between the property and the parking spaces.**
- C. Parking spaces at the front of properties should be softened with landscaping.**
- D. Parking courts (at the front, back, or in a nearby location) are generally not encouraged, but where necessary should ensure that they enhance their immediate environment through their layout, use of soft landscaping, and created alongside Secured by Design principles.**
- E. On-street parking and parking for visitors should be designed with clear unambiguous spaces delineated with materials or markings.**
- F. Visitor parking should be at the front of properties to encourage active places.**

⁴ For corner properties and flats/apartments, parking may be more appropriately provided at the side of a property.

Energy and resource efficiency through design

4.21 The Government commitment in law to a 100% reduction in CO₂ emissions by 2050 – net zero carbon - is a major undertaking which will require everyone to be engaged, from households and communities, to businesses and local and national government. Epping Forest District Council has set a commitment across the District to produce net zero carbon emissions by 2030.

4.22 For new homes to be '2030/2050 ready' means they should be built to have minimal energy use and net carbon emissions over the year because they are highly insulated, have low water demand and are fitted with or directly connected to renewable energy systems as well as triple glazed windows where appropriate.

4.23 At a national level, technical standards are in place which include new additional optional Building Regulations regarding water and access as well as a new national space standard (this is in addition to the existing mandatory Building Regulations). However, developers are strongly encouraged to make use of energy efficient materials and to consider high-efficiency alternative systems and facilities for development sites. In this context, the orientation of buildings can be important in order to make best use of available sunlight. Therefore, even if such provision of energy efficiency systems is not included as part of development, the design and layout should ensure that this can be retrofitted at a later date. As an example, development should be designed and laid out to ensure that as many of the roofs of new dwellings face as close to a southerly direction as possible and have a pitch that maximises their potential to receive solar energy. Therefore, at a subsequent time when the owner of the property wishes to put solar panels on the property, it will be ensured that the potential to generate renewable energy from solar is maximised.

4.24 There is an opportunity to improve and promote sustainability in the parish by:

- following basic passive environmental design in a fabric-first approach;
- integrating renewable energy systems into new development, including existing and new public buildings;
- reducing water consumption through grey water systems.

4.25 This builds on the policy framework provided by Policies DM19 (Sustainable Water Use) and DM20 (Low Carbon and Renewable Energy) in the Epping Forest Local Plan by specifically identifying design approaches which maximise the potential for development to address climate change. Ultimately the objective of the Neighbourhood Plan is to encourage the most energy efficient development possible.

4.26 As part of the design of new development, it is important that provision is made for electric vehicle (EV) charging. Building Regulations now require all new development (including a change of use) with associated parking to provide EV charging points.

POLICY GEN4: ENERGY AND RESOURCE EFFICIENCY THROUGH DESIGN

A. Development proposals, including the construction of new buildings and the redevelopment and refurbishment of existing building stock, should demonstrate how the design of buildings and site layouts improves water efficiency and minimises consumption of energy, water, minerals, materials and

other natural resources in order to provide resilience to the effects of climate change.

- B.** The design and standard of any new development should aim to meet a high level of sustainable design and construction including measures which minimise waste reduction, re-use and recycle minerals, and use sustainable materials, including in relation to their procurement and be optimised for energy efficiency, targeting zero carbon emissions.
- C.** All developments should demonstrate how they have been designed to incorporate measures to adapt to climate change. New development will be supported where it is designed and built to be Net Zero Carbon (in operation) having regard to Policy NZ1 set out in the Greater Essex Planning Policy Position for Net Zero Carbon Development⁵. The following measures should be incorporated into development:

 - a.** Wherever possible, new buildings should be orientated to maximise the opportunities for both natural heating and ventilation and reducing exposure to wind and other elements;
 - b.** Proposals involving both new and existing buildings should demonstrate how they have been designed to maximise resistance and resilience to climate change for example by including measures such as solar shading, thermal mass, heating and ventilation of the building and appropriately coloured materials in areas exposed to direct sunlight, green and brown roofs, green walls, etc;
 - c.** The use of low embodied carbon materials, assessed through a Whole Life Cycle Carbon Assessment, should be prioritised. With regard to reducing upfront embodied carbon emissions from new development, reference should be made to the findings and recommended targets set out in the Essex Embodied Carbon Policy Study 2024⁶ (or any successor document);
 - d.** New residential development should seek to meet a target standard of 100 litres per person per day (l/p/d); and
 - e.** Use of trees and other planting, where appropriate as part of a landscape scheme, to provide shading of amenity areas, buildings and streets and to help to connect habitat, designed with native plants that are carefully selected, managed and adaptable to meet the predicted changed climatic conditions.
- D.** The sensitive retrofitting of energy efficiency (including glazing) and renewable energy generation measures that serve historic buildings will be encouraged having regard to the Essex Design Guide, including the retrofitting of listed buildings, provided it safeguards their historic character and setting.

⁵ [https://www.essexdesignguide.co.uk/media/2954/netzero-carbon-planning-policy-for-greater-essex-november-2023.pdf](https://www.essexdesignguide.co.uk/media/2954/net-zero-carbon-planning-policy-for-greater-essex-november-2023.pdf)

⁶ <https://www.essexdesignguide.co.uk/media/2981/essex-embodied-carbon-policy-study-technical-evidence-june-2024.pdf>

Lighting

4.27 The NPPF requires development to limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

4.28 The best use of artificial light is about getting the right light, in the right place and providing light at the right time. New development should ensure that lighting schemes will not cause unacceptable levels of light pollution particularly in intrinsically dark areas. These can be areas very close to the countryside or where dark skies are enjoyed. With North Weald Parish being a set of rural communities, there is the opportunity to enjoy darker skies than in more urban areas. Clearly the significant growth of the village will mean that, unless lighting is properly managed, this opportunity will diminish.

4.29 The needs of particular individuals or groups such as pedestrians and cyclists should be considered where appropriate. Certainly the objective of the Neighbourhood Plan to develop routes that encourage more walking and cycling is not intended to only be for during daylight hours. Equally the importance of using lighting to make people feel safe is important to the use of these routes after dark. Schemes designed for those more likely to be older or visually impaired may require higher levels of light and enhanced contrast, together with more control, as the negative effects of glare also increase with age.

4.30 Policy GEN5 builds on the requirements of Local Plan Policy DM21 (Local Environmental Impacts, Pollution and Land Contamination) which resists development which leads to unacceptable local environmental impacts including light pollution.

POLICY GEN5: LIGHTING

- A. Proposals for development should respect the dark skies that are characteristic of the parish. Lighting proposals should be proportionate to their intended purpose or use.**
- B. Other than householder development, development proposals should include a statement explaining how any external lighting (including its luminosity) has regard to preserving the dark night skies in the neighbouring area. Development proposals which incorporate highway lighting will only be supported if required by the Highways Authority for reasons of road safety.**
- C. Lighting in close proximity to North Weald Airfield should be designed to safeguard the safety of all aircraft.**

5 NORTH WEALD VILLAGE

5.1 The previous chapters of this Neighbourhood Plan highlight how history has informed village life today, as well as the specific issues that the community wishes for new development to address through its design requirements. In particular, this relates to the large scale residential development proposed in the Epping Forest Local Plan.

5.2 All residential development at North Weald village should integrate seamlessly with the existing village, respecting its character and military heritage, enhancing the already present and strong community and village feel, providing an enriched sense of place and purpose whilst also respecting the amenity of residents who currently have open views of the countryside.

5.3 The following policies provide a mix of design requirements which should be applied to both large scale development (including any Masterplan led development) as well smaller more locally focused development. A number of these policies align with Policy DM9 (High Quality Design) in the Epping Forest Local Plan but are more specific to the areas in question. They have been informed by the Design Guidelines for North Weald Bassett 2018 report. The development of design codes for the strategic development (as required by Policy DM9) should adopt these design principles as fundamental part of those codes and only build on them where necessary for the purpose of reflecting good design and further enhancing the heritage and character of the area.

Street and building layouts

5.4 Streets are places where people walk, meet and interact. For example, the shops on the High Road in North Weald village are an important community hub where people meet going about their daily business. Because of the compact nature of the village, people love to do this on foot but the High Road is busy and large buses can make it feel hostile to the pedestrian. As a result, walking – by adults going about their business and by children going to school - is not as common as the community would like. Walking routes are also not circular, so journeys are 'out and back' – people would like to link shopping, school run and leisure into single walking trips, but the lack of routes do not make this easy.

5.5 The layout of new development should create routes which link to meaningful destinations and also link these destinations to one another, where possible, in circular walking routes. In the case of the North Weald village development proposed in the Epping Forest Local Plan, this means the new local centre, St Andrew's Primary School and any community uses provided on or near the site. The new development should also provide walking and cycle access to the current shops in the High Road as well as North Weald Airfield.



POLICY NW1: CONNECTED STREET LAYOUTS

New streets should:

- have a connected pattern that creates easy and safe pedestrian movement;
- ensure connections for pedestrians to the new North Weald local centre, St Andrew's Primary School and new community uses provided on or near the site;
- seek to be laid out where possible in a linear form;
- follow the topography of the site;
- show slight variations from one street to another;
- create a sense of openness by retaining the traditional village layout of North Weald.

5.6 North Weald village has a strong connection with the RAF due to the long military presence from the war and interwar periods up to 1950. This can be seen in the style of many of the houses in the village and is recognised in the Heritage and Character Assessment. The Design Guidelines for North Weald Bassett recommends that new development should draw influence from this heritage and should have a traditional village layout.



POLICY NW2: BUILDING LAYOUT

- A. New development should have a traditional village layout, with medium density⁷ built form to create a sense of openness. New buildings should be sympathetic to the existing building style and form in the village and should respect the existing scale, height and materials of the surrounding development.**
- B. Residential properties should:**
 - a. create a sense of open space by being well set back from the street;**
 - b. face the road on which they are located;**
 - c. have a low to medium density in their built form.**

Building heights, styles and materials

5.7 Development in North Weald village which the community finds visually the most appealing and which complements the traditional village layout has been greatly informed by the traditional Essex Design Guide form and design. New buildings are typically two storeys brick and rarely exceed 2.5 storeys. Blenheim Square is an example of a recent development where building heights were mostly above two storeys and this creates a feeling of cramped enclosure out of keeping with the rural village feel of lower development elsewhere. It is accepted that flats or apartments may need to be higher but this should respect the historic built environment and avoid the higher areas of land towards the centre (near the Memorial Playing Fields) and to the east of the site so as not to dominate the roofscape of the development.

POLICY NW3: BUILDING HEIGHTS AND STYLES

New buildings should:

- a. be sympathetic to the existing building style and form in the village, informed by the traditional Essex Design Guide form and design;**
- b. respect the existing scale, height and materials of the surrounding development;**
- c. be influenced by well designed development which reflects the heritage and character of the Parish;**
- d. have a variety of hip and pitched roofs with chimneys punctuating the roof line;**
- e. for houses typically be 2 storeys and should not generally exceed 2.5 storeys;**
- f. for flats or apartments, not generally exceed 3 storeys in height and should not be located on higher areas of land than their surroundings;**
- g. not materially impact the current or future aviation operations at North Weald Airfield.**

Landscaping and green buffers

5.8 One of the attractions for many people of life living around the edges of North Weald village is the green spaces at the front and rear of their houses. Whilst new development will undoubtedly reduce this, it should not be eliminated. Instead, green buffers should be maintained which will provide continuing green space for those properties and could also be

⁷ As a guide to what represents 'medium density' the Blenheim Square development is considered to be high density and out of keeping with the traditional North Weald village pattern of development.

used to provide safer walking and cycling routes through the incorporation of paths. Development at Beaulieu Park in Chelmsford provides a good example of how a green buffer has been created between development areas, also incorporating a walking and cycling route.

Beaulieu Park, Chelmsford – example of a green buffer and walking/cycling route



Example what a green buffer could look like – rear of Queens Road and Oak Piece



POLICY NW4: GREEN BUFFERS

- A. New development adjacent to existing built-up areas should retain or provide a green buffer. This green buffer should be sufficiently wide to accommodate:**
 - a. the planting of avenues of tree species which, when mature, have a large canopy and root structure;**
 - b. recreational facilities such as benches and water features;**
 - c. wide pedestrian and cycling paths.**
- B. Where a green buffer is faced by the rear of properties that are part of an existing development, new buildings should be designed to overlook it, in order to create active frontages and provide natural surveillance.**

Public realm and open spaces

5.9 The parts of the community in North Weald village which are seen as working well are places that encourage social interaction and where residents and visitors feel safe because of natural surveillance. Public spaces have active frontages that face the space and this fosters social interaction – Park Close is an example. If such spaces also provide for children's play (such as shown in the picture below), this further enhances the feeling of safety for parents to let their children out to play together.



POLICY NW5: PUBLIC SPACES IN RESIDENTIAL AREAS

- A. Public spaces in residential areas should:**
 - a. be well defined (as spaces open to the public) and accessible to all;**
 - b. ensure the main facades and entrances of adjacent buildings face the public space (active frontages);**
 - c. provide space for children's play and, where there is sufficient space, play equipment;**
 - d. where possible, provide direct pedestrian linkages into the surrounding countryside, particularly where this links up with existing Public Rights of Way.**

- B. Signage and wayfinding points should be used to signal different places and areas and, where possible, should draw influence from the strong military heritage of the village in their design.**
- C. Landscaping or open water features within new public spaces which may increase the risk of a bird strike to aircraft using the airfield will not be supported.**

Views

5.10 The general open views across the rural landscape are a feature of the communities in the Parish and are part of what makes the Parish special. North Weald village benefits from expansive and panoramic views across the whole village. At a finer grained scale, there are numerous glimpses of the rural landscape beyond the village.

View along the B181 enclosed by two-storey houses showing the rural landscape beyond



5.11 As detailed within the North Weald Bassett Heritage and Character Assessment (p.11), the topography creates a 40-metre height difference between the north-west and south-west areas within the North Weald Bassett Neighbourhood Plan area. This allows for important long distance views across the rural landscape. This feature helps to hide the urban expanse of Harlow and Epping from most of the area. Similarly, it makes views to and from the central areas of North Weald village particularly sensitive. There are also panoramic views across the Airfield towards the surrounding distant wooded skylines and vice-versa.

5.12 The built form of North Weald village has strong connections with the surrounding agricultural landscape which provides tree or hedge lined backdrops to views both out of and into the village, and a sense of openness to the edges of the village. The changes in topography, with the land rising up to Ongar Park Wood, create particular visual interest. Views into the settlements are as important and those views looking out of the settlement.

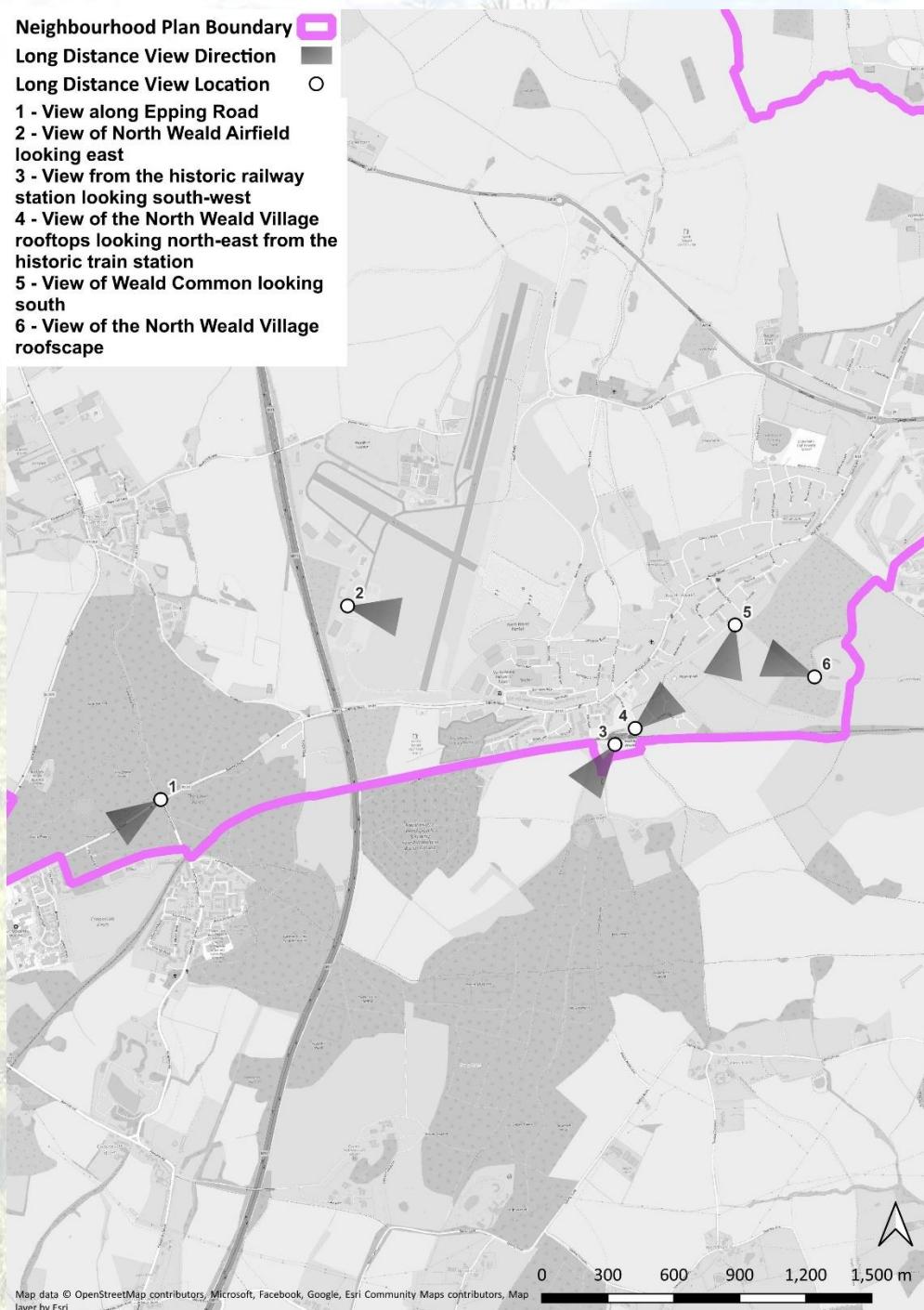
5.13 The North Weald Bassett Design Guidelines identified a series of valued long distance views:

1. View along Epping Road (B181)
2. View of North Weald Airfield looking north-east
3. View from the historic railway station looking south-west
4. View of the North Weald Village rooftops looking north-west from the historic train station

5. View of Weald Common looking south
6. View of the North Weald Village roofscape.

5.14 These views are shown in Figure 5.1.

Figure 5.1: Long distance views around North Weald Village and North Weald Airfield



Example of a long distance view which has been retained through design and layout



Example of how layout can maintain visual connection with the countryside



5.15 Protecting views through sensitive layouts, designs and landscaping are particularly important where the land rises and makes areas more visible.

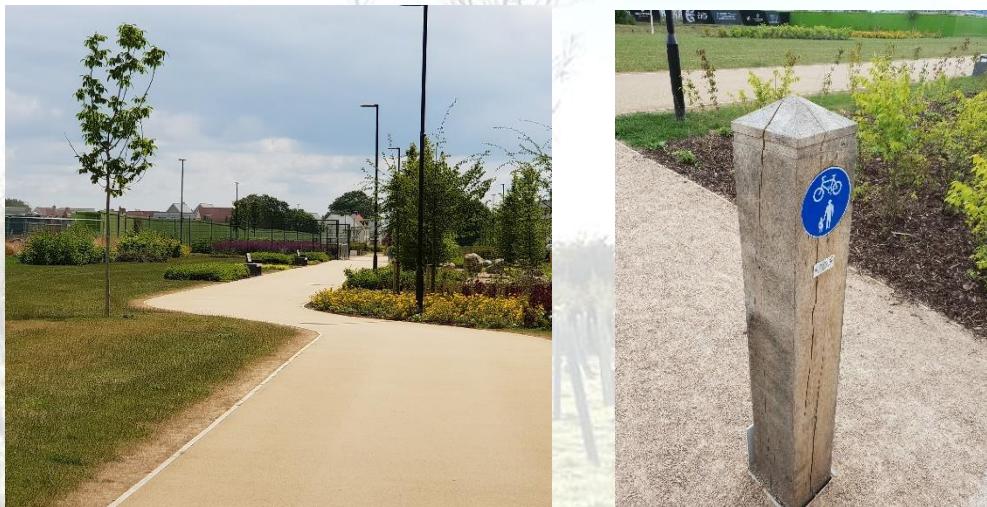
POLICY NW6: VIEWS AND VISTAS

- A. New development should respect urban views of the roofscape of surrounding residential areas, long distance and panoramic views towards the surrounding countryside and views from the surrounding countryside towards the developed area.**
- B. The following long distance views, as shown in Figure 5.1 and on the Policies Map, should be preserved, with development ensuring that no significant harm is created to the view:**
 - 1. View along Epping Road (B181)**
 - 2. View of North Weald Airfield looking north-east**
 - 3. View from the historic railway station looking south-west**
 - 4. View of the North Weald Village rooftops looking north-west from the historic train station**
 - 5. View of Weald Common looking south**
 - 6. View of the North Weald Village roofscape.**

Where appropriate, this should be demonstrated through a landscape and visual impact appraisal.
- C. General views of open countryside should be incorporated as a design feature of large scale new development where possible.**
- D. Development should soften rooflines through effective siting in relation to existing trees or the planting of new trees.**

Sustainable linkages

5.16 The high levels of car use both from and going through North Weald village will be exacerbated without meaningful improvements to walking, cycling and public transport infrastructure. The need for an improved, reliable bus service is addressed in section 9. However, the nature of local movements is that these could easily be undertaken on foot and by bicycle as part of circular routes, providing exercise and social interaction at the same time as undertaking necessary journeys. It is therefore important that the new development in North Weald village provides routes and infrastructure which provides a genuine alternative to the private car. This is for both local journeys, not only within the new development itself but serving the existing community and commercial facilities in the village as well as into the open countryside for recreation, but also for journeys to Epping.



5.17 This is also important in respect of access to North Weald Airfield. The allocation in the Epping Forest Local Plan of employment land (for offices, research and development, light industrial, industrial and warehousing use) means that strategic traffic to the Airfield will increase significantly. For the local community of North Weald, the opportunity to access jobs and leisure activities by means other than the car will be an important way of minimising overall traffic growth.

POLICY NW7: WALKING AND CYCLING ROUTES

- A. New development should provide walking and cycling connections both within the new development and to the existing residential and commercial areas in North Weald village. Specifically, such routes should provide connections to:**
 - a. the new local centre;**
 - b. the existing local centre in North Weald village;**
 - c. St Andrew's Primary School;**
 - d. new community uses;**
 - e. North Weald Airfield, including the new employment areas; and**
 - f. the surrounding countryside.**

- B. Cycle and pedestrian movement throughout the entire development should be designed to be:**

- a. spacious, with wide paths for multiple users;
- b. attractively landscaped;
- c. well overlooked to provide a feeling of safety, avoiding the use of alleyways to connect routes;
- d. well signposted, both to and along the routes.

C. Where possible, circular cycle and pedestrian routes should be provided in order to maximise their use for recreation.

Public parking

Public parking in the existing Village Centre

5.18 Having sufficient car parking that meets the need of both residents and visitors, whilst not negatively affecting the appearance and character of a place is a significant challenge. As explained earlier, North Weald village has higher levels of car ownership than the district average. This reflects its rural location and the limited number of shops and services within the village.

5.19 There is currently very little available public parking for the few shops and businesses located along B181 North Weald High Road, which causes frequent problems both on the High Road through on-street parking, as well for the private parking provision owned by North Weald Village Hall. There are 8 public parking spaces adjacent to the North Weald Village Hall available for those wishing to use Weald Common or the Play Park, however the remainder of the spaces are for private parking only by patrons of the North Weald Village Hall. These spaces are frequently used by visitors to the local shops.

5.20 The continued viability of these small shops and business along the High Road does to some degree rely on the ability of visitors being able to park their vehicles whilst visiting these shops. Consultation with local residents showed overall support for increased parking by North Weald Village Hall and by the village shops.

5.21 In order to mitigate the impact of on-street parking in the village centre (a requirement of Local Plan Policy T1 – Sustainable Transport Choices) and minimise the number of residents that make longer distance car journeys to access everyday shopping and leisure needs, it is necessary to provide a small amount of additional public car parking in the centre of the village. This level must be of an appropriate scale to mitigate the existing impacts of on-street parking as opposed to attracting new trips into the village.

POLICY NW8: PUBLIC PARKING IN THE CENTRE OF NORTH WEALD

- A. Proposals which result in improved parking provision to support local shops and business along the High Street in North Weald will be supported. Such proposals must demonstrate that additional off-road public parking is of a scale necessary to appropriately mitigate the existing impact of on-street parking and will not significantly increase the generation of new trips. Proposals must ensure that they retain safe access for pedestrians and cyclists.
- B. Proposals which result in the loss of any parking currently used by members of the public to access local shops and services will not be supported.

Public parking in the new Village Centre

5.22 The proposed local centre as part of the new development at North Weald village will provide an important complementary offer to the shops on the High Street. The intention would be that people could therefore undertake more shopping activity locally than at present. One potential threat of having two small centres would however be that people would drive between the two centres, causing congestion from very short journeys. Whilst improved circular walking and cycling routes will help to provide an alternative to the private car, this must be complemented by the provision of only a limited amount of vehicular parking at the new local centre. This will also have the effect of limiting the potential for large groups to congregate, particularly late at night, with the potential for anti-social behaviour.



POLICY NW9: PARKING AT THE NEW NORTH WEALD LOCAL CENTRE

- A. Proposals for public parking at the new local centre in North Weald should be designed – in terms of its layout, landscaping and operation – to limit anti-social behaviour. The provision of large, open car parks is discouraged.**
- B. Parking provision for bicycles should be provided in a visible location close to the facilities at the local centre.**

Epping-Ongar Railway

5.23 In 1949, the Epping to Ongar Branch Railway became part of the London Underground Central Line, however, this closed in 1994. In 2004, a 6.5-mile stretch was opened as a heritage railway, with North Weald Station at its centre. There is currently no operational rail connection between the heritage rail line and the London Underground Central Line track at Epping, however the Railway runs local shuttle bus services. The railway attracts many visitors from across Essex and is supported by Epping Forest District Council as being a tourist attraction.

5.24 Whilst the railway itself, and its important historical connection to the village is valued, there are wider implications that need due consideration. Many local residents wish to see the railway reopened as a commuter link to London, however this could create as many problems as it solves, specifically in terms of parking with commuters potentially driving to North Weald village to use the service. In addition, intensification of the tourism aspect of this facility would exacerbate an already existing issue of parking on local roads, especially along Station Road and the entrance to Tempest Mead.



POLICY NW10: EPPING-ONGAR RAILWAY

- A. Proposals which enhance and improve tourism for the Epping Ongar Railway will be supported, subject to appropriate mitigation measures being in place, specifically regarding any associated parking.**
- B. Proposals for a pedestrian and/or cycle link, and/or 'Rail Trail' between North Weald Station and Epping Station, running alongside the Heritage Railway Line, will be supported.**
- C. Where required by Epping Forest Local Plan Policy T1 (Sustainable Transport Choices) in respect of the Epping Ongar Railway, the Transport Assessment or Statement should specifically address the impact upon parking along Station Road, Tempest Mead and other local roads.**

St Andrew's Primary School

5.25 The village of North Weald is served by St Andrew's Church of England (CE) Primary School, which has a history dating back to 1678. The school was refurbished in 1960's to provide more modern facilities, which included building a hall and stage, as well as installing a swimming pool. Many children who attend St Andrew's today, are the second or even third generation of the same family to have attended the school at its current site. Many North Weald residents feel a strong connection with the school, with a clear fondness and historic

attachment being felt throughout the community, contributing to achieving a sense of community and the village feel. In essence, St Andrew's CE Primary School with its historic links, plays a big part in North Weald being recognised as a village.

5.26 A new primary school is proposed as part of the North Weald Bassett Masterplan. The location of St Andrew's Primary School means that the development of the Masterplan also provides an opportunity to improve accessibility to the school. At present the only access to the school, either by foot or vehicle, is via the south access of School Green Lane and Beamish Close, both of which are unsuitable in terms of vehicular access.

5.27 This also becomes an issue on the occasion of school trips where a coach is required for transportation. There is no public parking at the school, nor is there any allocated drop off zone for children arriving by car.

5.28 In addition, a new fit-for-purpose vehicular drop-off point should be provided, which could also act as an area for school buses or coaches.

5.29 The design of the Masterplan area creates an opportunity to encourage the new residents to take an attractive walking route to school. Whilst no detailed designs have been presented, there may be a situation where such improvements require the demolition of existing buildings. In particular the loss of the school's swimming pool would not be acceptable and any such solution would therefore require appropriate re-provision of this facility.

5.30 This should ensure that there is no exacerbation of the parking and vehicular issues currently experienced. The test in Policy NW11 in relation to ensuring 'no significant harmful impacts' must recognise that at present there are harmful impacts arising from traffic movements related to school traffic.

POLICY NW11: ST ANDREW'S PRIMARY SCHOOL

A. Proposals to improve access to St Andrew's Primary School will be strongly supported where they sufficiently address the following matters:

- a. Ensuring there would be no significant harmful impacts in terms of vehicular movements along School Green Lane and Beamish Close.**
- b. Seek to provide a new vehicular access/drop-off zone to the north of the school site.**
- c. Seek to provide an additional pedestrian access north of the site.**
- d. Proposals which exacerbate vehicular movements along School Green Lane and Beamish Close will be strongly resisted.**

B. Proposals to improve access to the school that would result in the loss of the school facilities including the swimming pool, will only be acceptable if appropriate re-provision of these facilities is made.

North Weald Airfield

5.31 North Weald Airfield, currently owned by Epping Forest District Council, is recognised by the community as an important part of its history and identity.

5.32 The Airfield and surrounding roads are home to a Grade II listed Control Tower, the North Weald Airfield Museum located just off Hurricane Way, in front of which is the Debt of Honour and the Norwegian Stone presented to the village by Princess Astrid of Norway.

5.33 Norway House, a former officers' mess constructed in the 1920's associated with the former RAF North Weald lies opposite the historical entrance to the Airfield – Hurricane Way, presently used as temporary accommodation for homeless or displaced people

5.34 A strong military influence can be seen throughout North Weald Village, both in terms of design and referencing, i.e. Blenheim Square, Tempest Mead, Beamish Close and Pike Way.

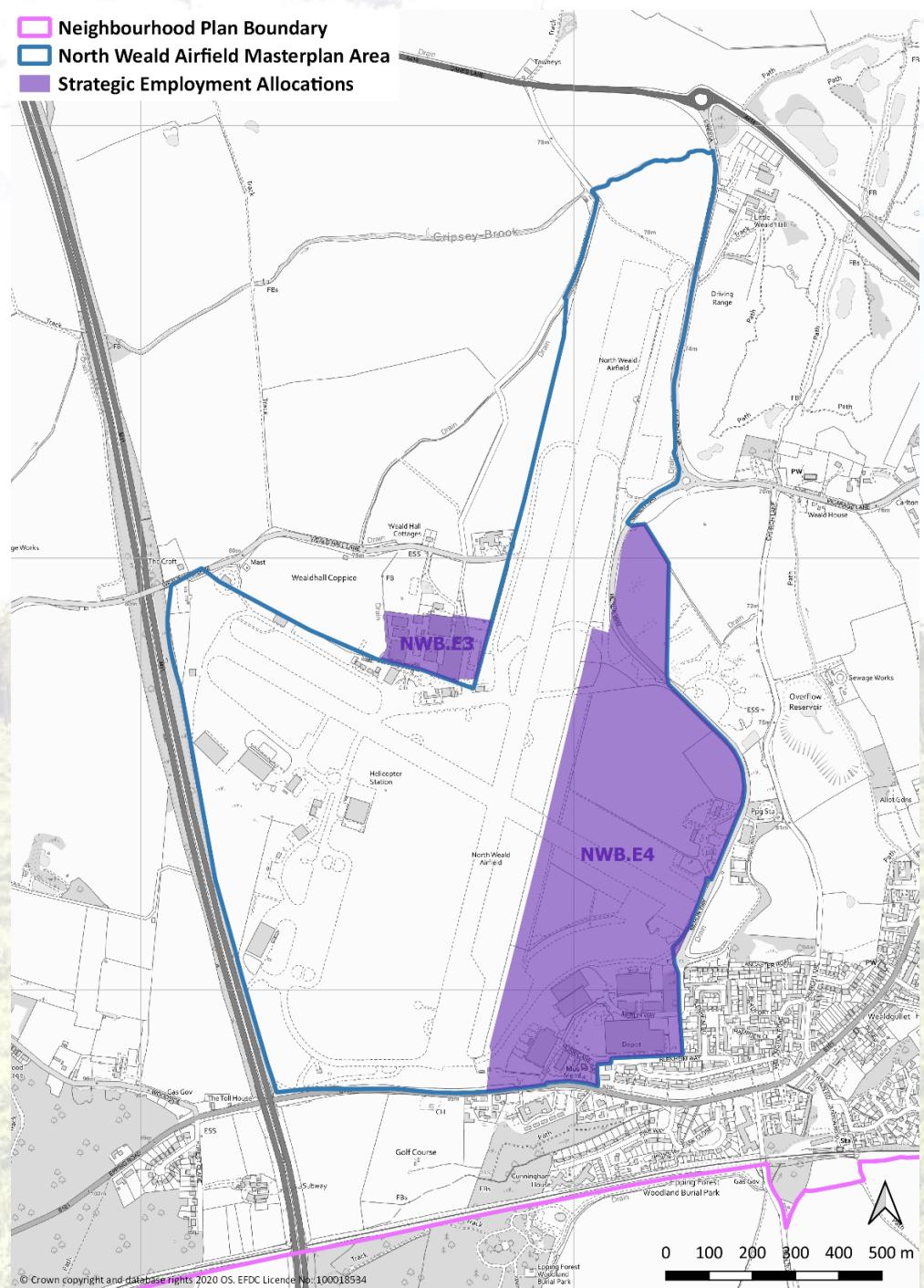


5.35 The allocation in the Epping Forest Local Plan allocates part of the land for employment use on the eastern side of the Airfield, with the western side remaining an active airfield (see Figure 5.2). The continued use of North Weald Airfield for aviation and flying is strongly supported by the local community, and development must recognise not only the important historic relevance of the Airfield but also protect its future to ensure flying activities can continue.

5.36 What is important as a minimum is that the Airfield continues to be a viable ongoing concern for aviation activities over the plan period and beyond. Paragraph 111(f) of the NPPF recognises the importance of maintaining a national network of general aviation airfields, "taking into account their economic value in serving business, leisure, training and emergency service needs."

Figure 5.2: North Weald Airfield Masterplan Area

Neighbourhood Plan Boundary
North Weald Airfield Masterplan Area
Strategic Employment Allocations



POLICY NW12: NORTH WEALD AIRFIELD

- A. The continued use and enhancement of North Weald Airfield for aviation, flying and all related activities will be supported. Recreational aviation will be encouraged.**
- B. Development proposals for North Weald Airfield must demonstrate how they will not harm existing aviation uses.**
- C. New commercial buildings must be of a height, mass and layout that does not materially impact on the current or future aviation operation of the airfield.**
- D. In meeting the requirements of Epping Forest Local Plan Policy T1 (Sustainable Transport Choices), development proposals should provide improved pedestrian and cycle links between North Weald Airfield and new development in North Weald village.**
- E. Proposals for new employment use on the Airfield should be designed to ensure heavy goods vehicle access is provided from Rayley Lane/Merlin Way to the north eastern side of the Airfield.**
- F. The use of the Airfield for heritage and military events will be supported.**
- G. The use of the Grade II listed Control Tower for local community or public use, including heritage and educational events, will be encouraged.**

6 THORNWOOD COMMON

Community Hub

6.1 Thornwood lacks a central focal point for the community, to serve the local population. The creation of a focal point is supported in general terms by the Epping Forest Local Plan vision for Thornwood, which states:

"Thornwood will become a more self-sustaining village with improved provision of services, transport infrastructure and amenities to cater for the existing and future community and reducing reliance on other settlements. Well-designed development will contribute towards the creation of a central focal point for the village."

6.2 Epping Forest Local Plan Policy P11 for Thornwood recognises that, "Development proposals in Thornwood will be expected to deliver and/or contribute proportionately towards infrastructure items including...community uses." The Infrastructure Delivery Plan⁸ which supports the Epping Forest Local Plan identifies the need for a small community space for Thornwood. The community has identified the need for a built or improved facility which can provide a 'one-stop shop' for a range of services and needs in the village. These include:

- Meeting room(s) for hire by local businesses and sole traders that work from home
- Communal workspaces where local people can come to work
- A community meeting space for hire by local community groups
- A community café
- A community shop
- Space/rooms which could be used by local medical practitioners to provide services to the community.

6.3 The IDP reflects some of these needs, noting that it could meet the requirements of a combined library, youth service and community hall. As is noted in Local Plan Policy P11, the cost of this provision (which as the IDP notes needs to include land) should be contributed to proportionately by development sites in Thornwood. This will include the two residential sites in Thornwood that are allocated in the Epping Forest Local Plan (THOR.R1 – land at Tudor House and THOR.R2 – land west of High Road).

POLICY TW1: COMMUNITY HUB FOR THORNWOOD

The provision of a community hub within the settlement area of Thornwood (the area inset from the Green Belt) will be strongly supported, subject to demonstrating how it will address provision of the following needs:

1. Meeting room(s)
2. A community meeting space
3. A community café
4. A community shop
5. Adequate car parking for such facilities.

⁸ Arup (2020) *Epping Forest Infrastructure Delivery Plan, Part B Report: Infrastructure Delivery Schedule*, for Epping Forest District Council



7 LATTON PRIORY

7.1 In the north west of the Parish is an area known locally as Latton Priory. Although technically falling within Hastingwood, this area of land has a stronger relationship with the settlements of Harlow and Thornwood.

7.2 Latton Priory, a scheduled monument (NHLE 1017386), comprises the remains of an Augustinian Priory of St. John the Baptist dating to the medieval period at what is now Latton Priory Farm.

7.3 Forming part of the Harlow and Gilston Garden Town (HGGT) proposals, and as detailed in the Epping Forest Local Plan, a large expanse of this area is proposed for development.

7.4 Protecting views through sensitive layouts, designs and landscaping are particularly important where the land rises and makes areas more visible. The emerging masterplan for Latton Priory recognises the ridge line running through the site and proposes to ensure development doesn't impact upon this by retaining natural green space and providing sports pitches on the southern part of the masterplan area. This is an important principle which should be retained. This has been fully reinforced by Epping Forest Local Plan Policy SP4 (Garden Communities) which requires the land to the south of the 'build-to' line within the masterplan area to be retained for public open space 'or other appropriate uses'. The requirement to leave the land leading up this 'build-to' line open is important because this is a historic ridgeline so built development up the ridgeline would have a significant detrimental impact. 'Other appropriate uses' will therefore need to be considered carefully.

7.5 Once built, this area's physical relationship to Harlow will be strengthened, and its proximity to Epping London Underground station (just over three miles) is expected to attract a large commuter population travelling along the B1393.

7.6 Although a sustainable transport system is proposed for within the Harlow and Gilston Garden Town, the prospect of such a system outside the settlement of Latton Priory going towards Epping is only regarded as a 'possible future link'. Without new sustainable transport from the Latton Priory development going south through Thornwood Common and ideally North Weald toward Epping, further exacerbation of the problems experienced at the Plain Junction in Epping, and along the B1393 through Thornwood Common will undoubtedly occur.

POLICY LP1: LATTON PRIORY

- A. If proposals to meet the requirements of Epping Forest Local Plan Policy SP4 (Garden Communities) relating to the 'build-to' line propose any form of 'appropriate use' other than public open space, then it must be clearly demonstrated that this use will not have a detrimental impact on the historic ridgeline.**
- B. Proposals to deliver sustainable transport options that improve links between Latton Priory, Hastingwood, North Weald and Epping will be strongly supported.**

8 LOCAL GREEN SPACES

8.1 Under the NPPF, Neighbourhood Plans have the opportunity to designate Local Green Spaces which are of particular importance to them. This will afford protection from development other than in very special circumstances. Paragraph 107 of the NPPF says that the Local Green Space designation should only be used where the green space is:

- in reasonably close proximity to the community it serves;
- demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- local in character and is not an extensive tract of land.

8.2 Throughout the Parish there are a number of open spaces which are valued by local residents for various reasons including recreational value such as dog walking and space for exercise.

8.3 As part of the Neighbourhood Planning process, all open spaces have been considered, together with identifying whether any other statutory designation or protection is afforded to each space. Where a locally valued green space is protected by other legislation, it has not been included for designation within this plan. However, these areas often are valued as much as those designated within this plan.

8.4 The following areas are considered to fulfil all of the criteria of the NPPF for local green space designation.

1. Weald Common (part)



8.5 This part of Weald Common is an area of 0.80 hectares located adjacent to the residential areas in the south of North Weald village. It is connected to these residential areas by a footpath.

8.6 Weald Common, originally part of the Ongar Park Estate, was transferred to the Parish Council in 1998 as part of a legal agreement. It was provided for members of the public to use as a public park supported by a small section of parking for the general public to use when visiting the Common (although the parking is not located on the Common itself).

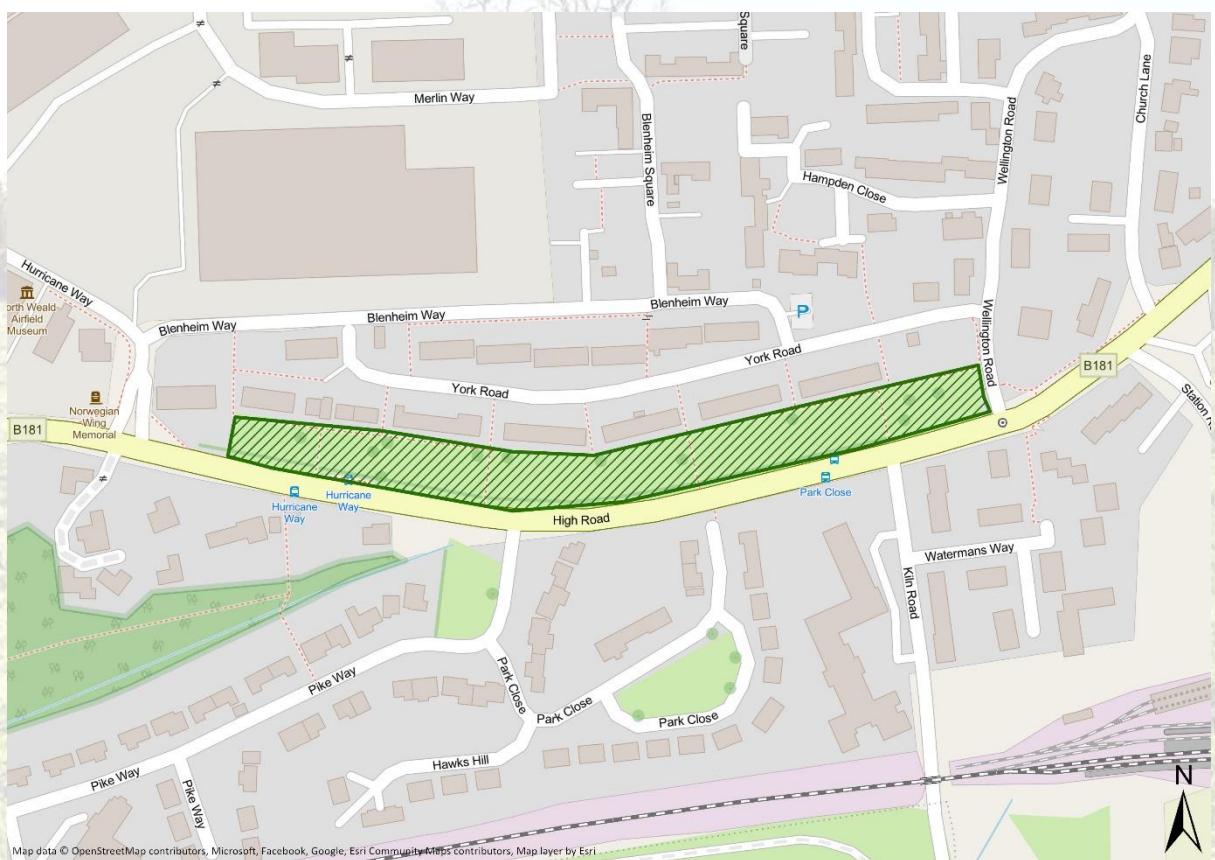
8.7 The entire space known as Weald Common is hugely valued by the local community in its entirety. It is split into two distinct sections, the first being the play area and football pitch, the second being the newly created Weald Common Wood. However, in its entirety it could be classified as an expansive tract of land which would make it ineligible for a Green Space designation. Therefore, the space designated is that which contains the children play park, links between public footpaths, and the football pitch. The children's play park provides one of the most popular and valued play facilities in the area. If this was lost, then it would remove one of the main reasons why families with children use the Common. Similarly, the football pitch enables local youths to play informal football. With the growth in population planned for the wider area, the importance of these facilities is enhanced greatly.

8.8 The NPPF states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The justification for this space being designated specifically as a Local Green Space is different and reflects the importance of the facilities provided. These facilities could be lost through proposals that would not necessarily involve the space losing its Green Belt status as well, therefore the Local Green Space designation is necessary.

Rationale for designation

- Area provides a well-used public play area, together with a football pitch with goals for public use.
- Area is regularly used by dog walkers, as part of a wider walk.
- Area links the Tempest Mead area of open District land to the wider open countryside walks.
- Area is one of only a few public open spaces for residents of all ages to enjoy for recreation.
- Fantastic connection to wildlife.

2. Green in front of York Road



8.9 York Road Green is a 0.98-hectare area located at the heart of the community in the south of North Weald village. It is easily accessible from the B181 Epping Road which is the main road through the village.

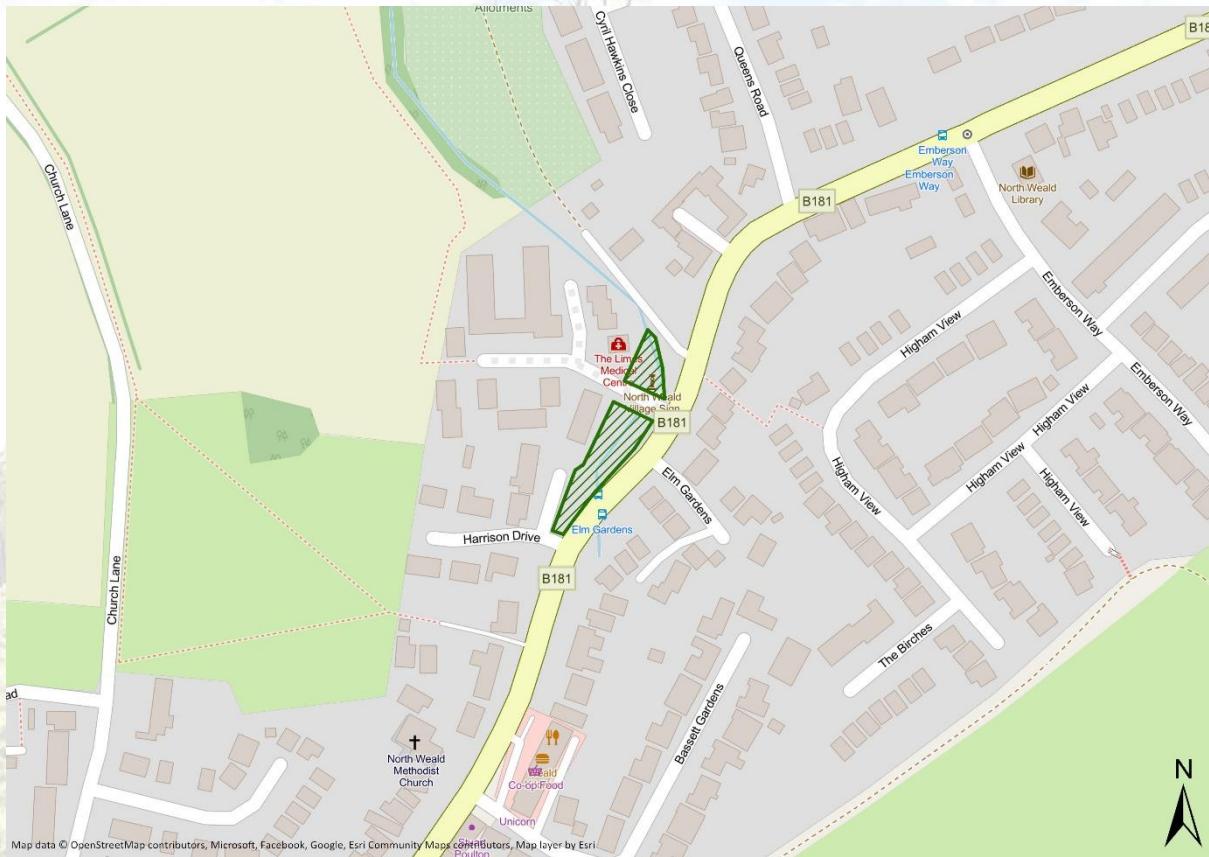
8.10 York Road Green has, over the years, grown to become a well-used, well-loved strip of green between the frontage of properties backing on to York Road and the High Road (B181).

8.11 These houses were originally built for use by the York and Lancaster Regiments in the 1960s (hence the name) however, were sold in the 1970s and 80s to the Local Planning Authority, with those on the Council's housing register being given priority.

Rationale for designation

- Area provides a tree lined length of open green space, used by local residents for recreational purposes, including a safe space for children to play away from York Road.

3. Village Greens by Wheelers Farm Gardens



- 8.12 The village greens at Wheelers Farm Gardens total 0.14 hectares, are located in the centre of North Weald village, surrounded by residential properties and, being located on the High Road, easily accessible from all parts of the village.
- 8.13 The Wheelers Farm Gardens properties were built in the 1970s and are made up of predominately retirement housing.
- 8.14 The two small greens are well used not only by local residents of Wheelers Farm Gardens but also by passing residents on route to other destinations. One green is home to the North Weald village sign, flagstaff, Bassett Millennium Walk Board and two public benches, one donated to the parish by the Bassett Action Group, the other installed by the Parish Council during COVID to aid community wellbeing.

Rationale for designation

- Area is adjacent to Wheelers Farm Garden – an area housing mainly older residents – who use this green space as a place to sit and enjoy.
- The area acts as an appealing 'rest stop' for residents on route to other destinations.

- The area is known locally as the 'village green' and forms part of the identity of the village.
- Provides an alternative walking route to the pavement which runs alongside a narrow section of the B181.

4. Memorial Playing Fields



8.15 The Memorial Playing Field is located immediately to the north but adjacent to the main built up area of North Weald village. It totals 2.78 hectares and is easily accessible, being located next to St Andrew's Primary School and the Queens Hall Community Centre.

8.16 The Memorial Playing Field was originally given as a Deed of Gift to the Parish by a local farmer (part of School Green Farm) in the 1950s and was held in trust by the Parish Council (however the management of this area later moved to the Queens Hall Charity).

8.17 The land includes a recreation ground, used by the local cricket team amongst others, a small pocket park, youth shelter and various areas of hard surfacing.

8.18 Located close to St Andrew's Primary School, this open space is well used by local residents, dog walkers, and community groups for reason of recreation, exercise and organised sports.

8.19 The field is used to run free local community play sessions in the summer, and is accessible to the whole community.

8.20 In 2014, the field itself was designated as a Queen Elizabeth II Fields in Trust, so is afforded some protection.

Rationale for designation

- The only formal recreation ground in the village.

- Used by a number of local clubs, including for cricket and football.
- Well used by local residents for walks, exercise, sports and dog walking.
- Given as a deed of gift to the local community.

5. Green by Pike Way



8.21 Pike Way Green is a small area of recreational space located on the corner of Park Close and Pike Way in the south of North Weald village. It is 0.11 hectares and is adjacent to existing residential areas. It is easily accessible, being located just off the B181 Epping Road

Rationale for designation

- Provides a valued area of open space for local residents to enjoy.
- Well used by children and residents in the local community as an area of recreation.
- Creates a sense of openness and space for local residents.
- Provides a green buffer between housing and the busy B181, minimising noise and air pollution impacts from traffic.

6. Green by Park Close



Map data © OpenStreetMap contributors, Microsoft, Facebook, Google, Esri Community Maps contributors, Map layer by Esri

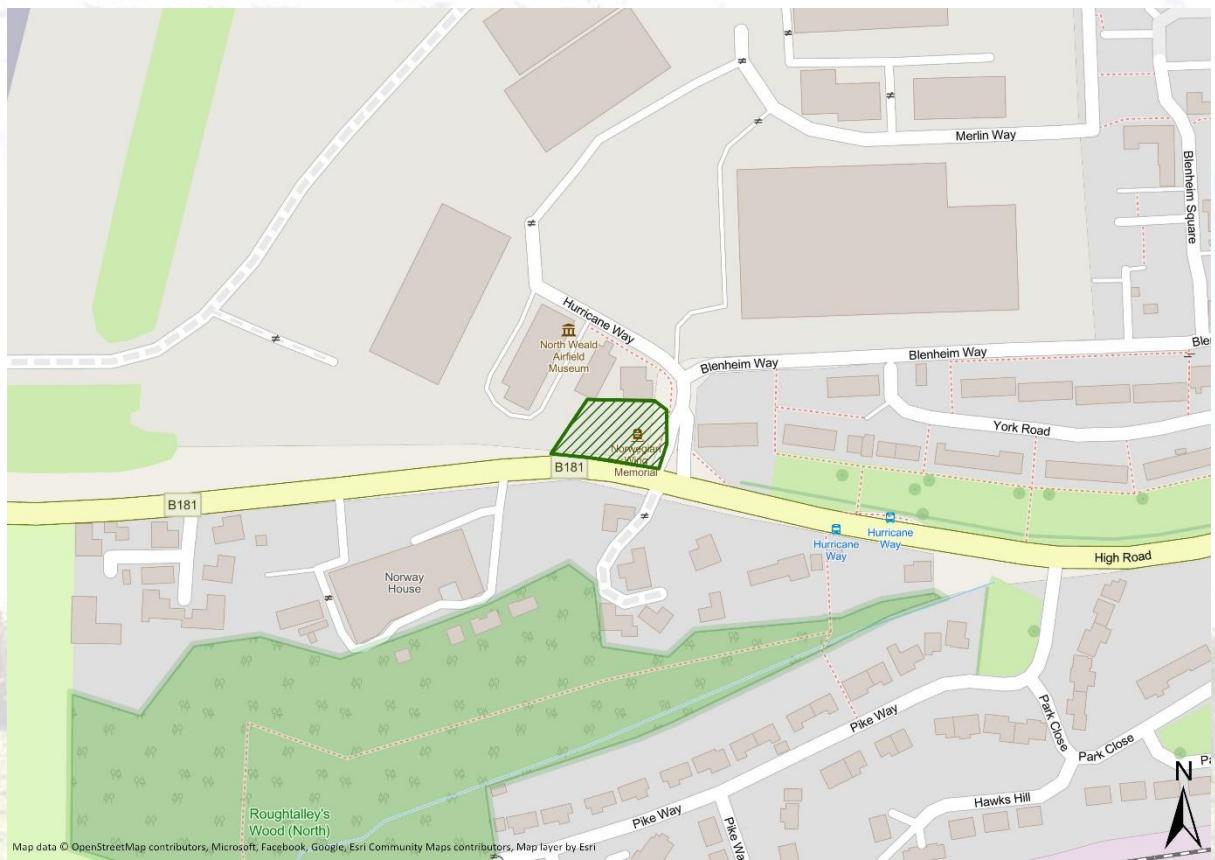
8.22 Park Close Green is a small area of recreational space located in the south of North Weald village. It totals 0.13 hectares and is well located for the surrounding residential areas. It is close to the B181 Epping Road which is the main road through the village.

8.23 The houses built in Park Close were originally for members of the Royal Air Force and were within the perimeter of the Airfield. Following the closure of the Airfield these properties became available for civilian use. The houses run in a circular fashion around this small green, used by local residents for recreation and enjoyment.

Rationale for designation

- Well used by children and residents in the local community as an area of recreation.
- Provides a sense of openness for the setting.

7. Land in front of Airfield Museum



8.24 Located at the entrance to Hurricane Way, which is the historic entrance to North Weald Airfield, this small area of open green space (totalling 0.14 hectares) is home to the North Weald Airfield Museum, the Debt of Honour, and the Norwegian stone. All of these are representative of the historic links the Parish has to the Airfield and are detailed earlier in this plan.

8.25 Whilst located in the far south-west of North Weald village, the area is easily accessible by the local community, being located on the B181 Epping Road which is, the main road through the village.

8.26 The site is host to a number of small benches, each of which has a significance connected to the of history of North Weald Bassett.

8.27 This site is used for the annual Remembrance Day services, attended by over 300 residents and members of the Norwegian Airforce every year. The site holds a strong historic significance to the evolution of North Weald village and is strongly valued by local residents.

Rationale for designation

- Provides a visual cue of the links between Norway and the Airfield, by way of the Norwegian Stone;
- Home to the Debt of Honour;
- Location of annual Remembrance Day service;
- Links with views directly opposite to Norway House;

- Historic links as it was the site of the original gateway to the Airfield;
- Seat commemorating 75 years since the arrival of 331 and 332 (Norwegian) Squadrons, and Lt General Wilhelm Mohr RNAF (1917-2016).



Figure 8.1: Local Green Spaces

Neighbourhood Plan Boundary
 Local Green Spaces:

- 1 Weald Common
- 2 Green in front of York Road
- 3 Village Greens by Wheelers Farm Gardens
- 4 Memorial Playing Fields
- 5 Green by Pike Way
- 6 Green by Park Close
- 7 Land in front of Airfield Museum



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POLICY LGS1: LOCAL GREEN SPACES

A. The following space as shown on the Policies Map and in Figure 8.1 are designated as Local Green Spaces:

- 1. Weald Common (part)**
- 2. Green in front of York Road**
- 3. Village Greens by Wheelers Farm Gardens**
- 4. Memorial Playing Fields**
- 5. Green by Pike Way**
- 6. Green by Park Close**
- 7. Land in front of Airfield Museum**

B. Proposals for development on these Local Green Spaces will be managed in accordance with national policy for green belts.

Images of each Local Green Space parcel:



1. Weald Common (part)



2. Green in front of York Road



3. Village Greens by Wheelers Farm Gardens

4. Memorial Playing Fields



5. Green by Pike Way



6. Green by Park Close



7. Land in front of Airfield Museum

9 TRAFFIC AND ROADS

9.1 Traffic in and around North Weald Bassett was an issue raised by the community throughout the development of the Neighbourhood Plan. In a location such as North Weald Bassett which is relatively close to large centres such as Harlow, Chelmsford and London, as well as having the M11 motorway running through the parish, an element of traffic is to be expected.

9.2 The proximity of Epping London Underground Station is a significant issue given the demand for rail-based commuter routes and its relative popularity given that it is cheaper than the local overground routes. It is clear that North Weald acts as a funnel for those road users from the Chelmsford and Ongar areas wishing to access the M11 and M25 motorways as well as the central line in Epping.

9.3 Unfortunately, the Neighbourhood Plan has limited potential to directly address the specific issues raised. The NPPF states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios" (paragraph 116).

9.4 The Epping Forest Local Plan has established the principles of how the growth proposed within the parish will address the impacts of traffic. Therefore the potential for the Neighbourhood Plan to go further is greatly limited. In addition, the Neighbourhood Plan can only address locations within the parish and some of the traffic issues relate to junctions elsewhere. This is why the Plan has focused on local journeys within the parish and increasing the potential for these to be taken on foot or by bicycle.

9.5 However, it should be recognised that due to the rural nature of some parts of the Plan area, the lack of both available and reliable public transport means that car journeys are often essential. The Epping Forest Local Plan allocates a number of large scale development sites in the Parish, each individual site having an impact on traffic. Individual developers will need to take account of the other developments sites in the Plan area, and the cumulative impact this will have not only on our rural roads, but on essential vehicular journey connection points. This should be recognised in any future development proposals.

9.6 The Epping Forest Local Plan places great emphasis on ensuring that sustainable transport is provided as part of any new development. However, through the development of the Neighbourhood Plan the local community has expressed concern that these policies do not go far enough to ensure that the 'modal shift' (away from cars to public transport, walking and cycling) will actually take place.

9.7 It is important that this Neighbourhood Plan recognises these issues raised by the community relating to traffic flow. These issues should be addressed through investment in improved infrastructure and, more directly, it should be ensured that planning applications on the site allocations, or any other relevant planning application, properly and fully demonstrate that such matters will be dealt with appropriately.

The Plain Junction / Epping Underground Station

9.8 Through the development of the Epping Forest Local Plan, it was established that The Plain Junction (of the B181 The Plain and the B1393 Thornwood Road) is at capacity with no obvious solution to address this. Travel to Epping from North Weald is therefore problematic by car which is particularly important given the number of commuters from North Weald looking to

access Epping London Underground Station to commute into London. This will be exacerbated by the new development in North Weald. Solutions such as a Park and Ride have been identified but this should be part of a wider package of measures to address this.

Thornwood

9.9 Traffic travelling through Thornwood was identified as a major issue by local residents of the area. Its proximity to junction 7 of the M11 and the associated route to Epping (also to and from Harlow) makes it a popular route, with rat running along Rye Hill Road and Woodside. With the development at Latton Priory proposing a potential access onto Rye Hill Road, there are significant concerns that such rat running will increase substantially. In addition, employment growth at North Weald Airfield is likely to increase HGV traffic. This traffic is totally unsuited to using the small local roads. Development proposals must consider this fully and demonstrate that all reasonable measures are taken to minimise this.

9.10 It is vital that new development sites which require a Transport Assessment or Transport Statement (due to the potential significance of their impacts) adequately plan for the impact on local roads and traffic of this development. Development proposals of such sites will be expected to provide evidence setting out the impact of the development on local roads, and what mitigation measures will be taken to avoid any negative impact.

POLICY TAR1: TRAFFIC AND ROADS

A. Development proposals are required to adequately consider the impact of their proposals on the local road network and provide appropriate mitigation as necessary. All Transport Assessments (for larger sites) or Transport Statements (for smaller sites) - as required by paragraph 118 of the National Planning Policy Framework - must address the direct and where relevant the cumulative transport impact, in particular on the following junctions and routes, identified on the Policies Map:

- a. The Plain Junction (of the B181 The Plain and the B1393 Thornwood Road)**
- b. Rye Hill Road.**
- c. A414**
- d. Junction 7 roundabout of the M11**

B. Development proposals that are likely to create significant additional Heavy Goods Vehicles must demonstrate, through the submission of a travel plan, how these vehicles will be expected to travel to and from the proposal site. Proposals must demonstrate to the satisfaction of the Highway Authority that these routes are suitable for such vehicles based on the weight restriction and width of the roads on the route.

10 NON-POLICY ACTIONS

10.1 Table 10.1 identifies a series of actions under each theme which are important non-policy actions arising from the development of the Plan. What this means is that it is not appropriate to address these matters directly through planning policy, but they are important issues which should be addressed in order to achieve the objectives of the Neighbourhood Plan.

Table 10.1: Non-land use issues to be addressed

Issue	Possible actions	Lead agencies and partner
Roads, Transport and Travel		
Public transport (by way of buses only) is infrequent and unreliable and is not considered by many in the Parish as a reasonable alternative to private car use. In order to effect a change in how people travel, a more reliable, attractive and frequent bus service should run between North Weald village and Epping, and Thornwood Common and Epping. There is also no public bus service through the main Hastingwood settlement.	New development in North Weald village, Thornwood village and Latton Priory will exacerbate the traffic issues at the Plain junction without a reasonable alternative sustainable transport offer being in place. The Parish Council will liaise with the Masterplanners of the large development sites in North Weald village, Thornwood, and Latton Priory to ensure this issue is considered as part of the overall development, and that plans are in place to address this.	North Weald Bassett Parish Council. Epping Forest District Council. Masterplanners/ Developers. Essex County Council.
Church Lane, North Weald – a rural road, single track in some places, and a well-known rat run, unsuitable for a large volume of vehicles.	New development in North Weald village will likely exacerbate the use of Church Lane. Traffic should be discouraged from this route. The Parish Council will liaise with the Masterplanners of the two large development sites in North Weald Village to ensure this issue is considered as part of the overall development plans. Options include the linking of Merlin Way with the B181 to provide a suitable alternative to Church Lane, and restrictions along Church Lane	North Weald Bassett Parish Council. Epping Forest District Council. Masterplanners. Essex County Council.
Rye Hill Road, Thornwood – a rural road, extremely narrow in some places, and a well-known rat run between Harlow and Epping when the Hastingwood Roundabout is congested.	New development at Latton Priory will undoubtedly have an effect on the use of Rye Hill Road. Traffic should be discouraged from this route. The Parish Council will liaise with the Masterplanners of this site to ensure this issue is considered as part of the overall development plan.	North Weald Bassett Parish Council. Epping Forest District Council. Masterplanners. Essex County Council.
Lack of roadside pavements in Hastingwood, specifically along Hastingwood Road, Mill Street, Foster Street and Harlow	The Parish Council will continue to liaise with landowners and the Highway Authority to try and secure funding and agreement to create safe, accessible	North Weald Bassett Parish Council. Landowners. Essex County Council.

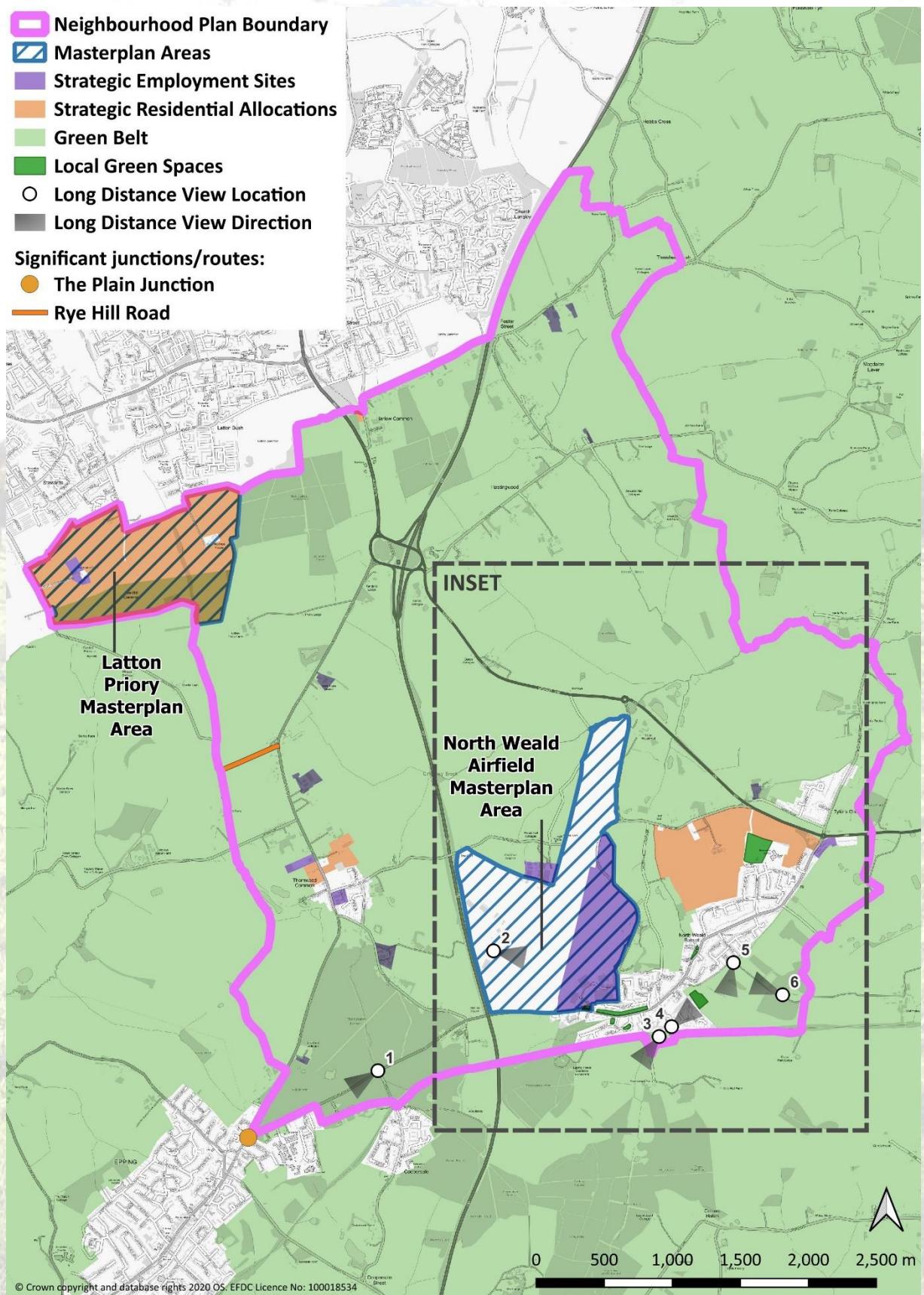
Issue	Possible actions	Lead agencies and partner
Common, resulting in dangerous and unsuitable walking conditions for local residents	footpaths for public use, to increase connectivity in Hastingwood.	
There are no dedicated cycle links between or within any of the three villages in the Parish, nor connecting to neighbouring villages and towns, thus restricting sustainable connectivity to within each settlement	The Parish Council will push for improved cycle connectivity both within and outside the Parish.	North Weald Bassett Parish Council. Landowners. Essex County Council. Epping Forest District Council.
The B1393 through Thornwood Common, between the Hastingwood roundabout and the Plain Junction (a distance of roughly 2.7 miles) has no less than 5 changes in speed limit, causing confusion to road users and contributing to speeding issues along this route.	The Parish Council will continue to liaise with the Highway Authority to address this issue	North Weald Bassett Parish Council. Essex County Council. Epping Forest District Council.
Public realm		
Lack of publicly accessible sporting facilities in North Weald, with residents having to travel to neighbouring towns to use facilities. By the end of the plan period, homes in North Weald village are expected to have increased by 42%, resulting in a population of approximately 8,500 residents	The Parish Council will liaise with all new developers to secure additional sporting and leisure facilities wherever possible, to support a physically and mentally strong community and reduce car journeys to areas outside of the parish.	North Weald Bassett Parish Council. Epping Forest District Council. Developers.
Small shopping parade on North Weald High Road suffers from parking and congestion issues and is at risk of decline following the creation of a new shopping centre in the North Weald development.	The Parish Council will support and encourage where possible the improvements of shops and small businesses on North Weald High Road, looking to provide an improved parking solution to the area and ensure these facilities remain attractive to use and are accessible.	North Weald Bassett Parish Council. Shop owners and tenants. Landowners. Essex County Council.
The Parish has a good network of Public Rights of Way, however improvements are needed to a number of these routes to ensure they are accessible and can link each of the three villages safely.	The Parish Council will continue to liaise with landowners and Essex County Council to press for improvements and enhancements to current public rights of way	North Weald Bassett Parish Council. Landowners. Essex County Council.

11 POLICIES MAPS

- Neighbourhood Plan Boundary
- Masterplan Areas
- Strategic Employment Sites
- Strategic Residential Allocations
- Green Belt
- Local Green Spaces
- Long Distance View Location
- Long Distance View Direction

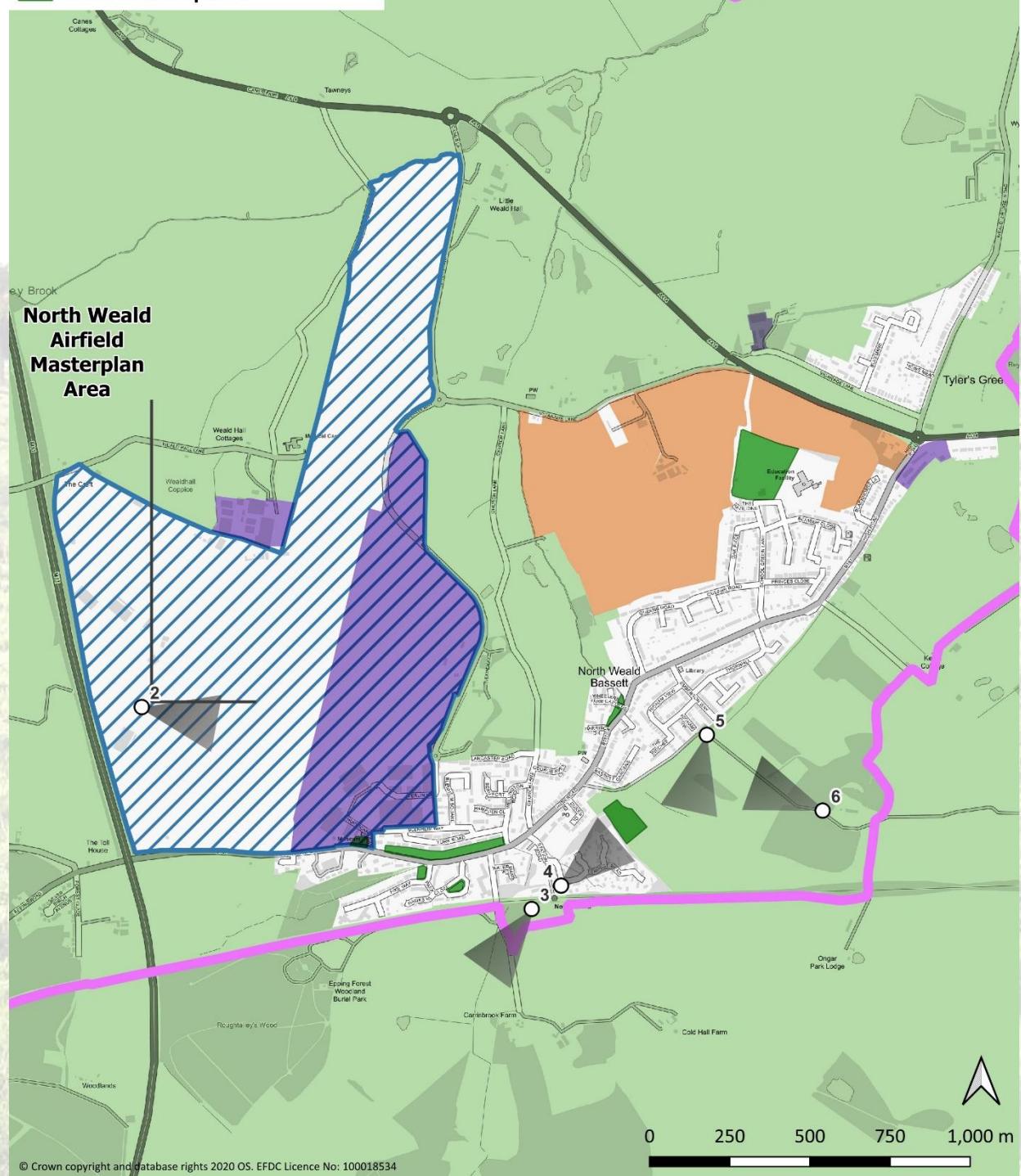
Significant junctions/routes:

- The Plain Junction
- Rye Hill Road

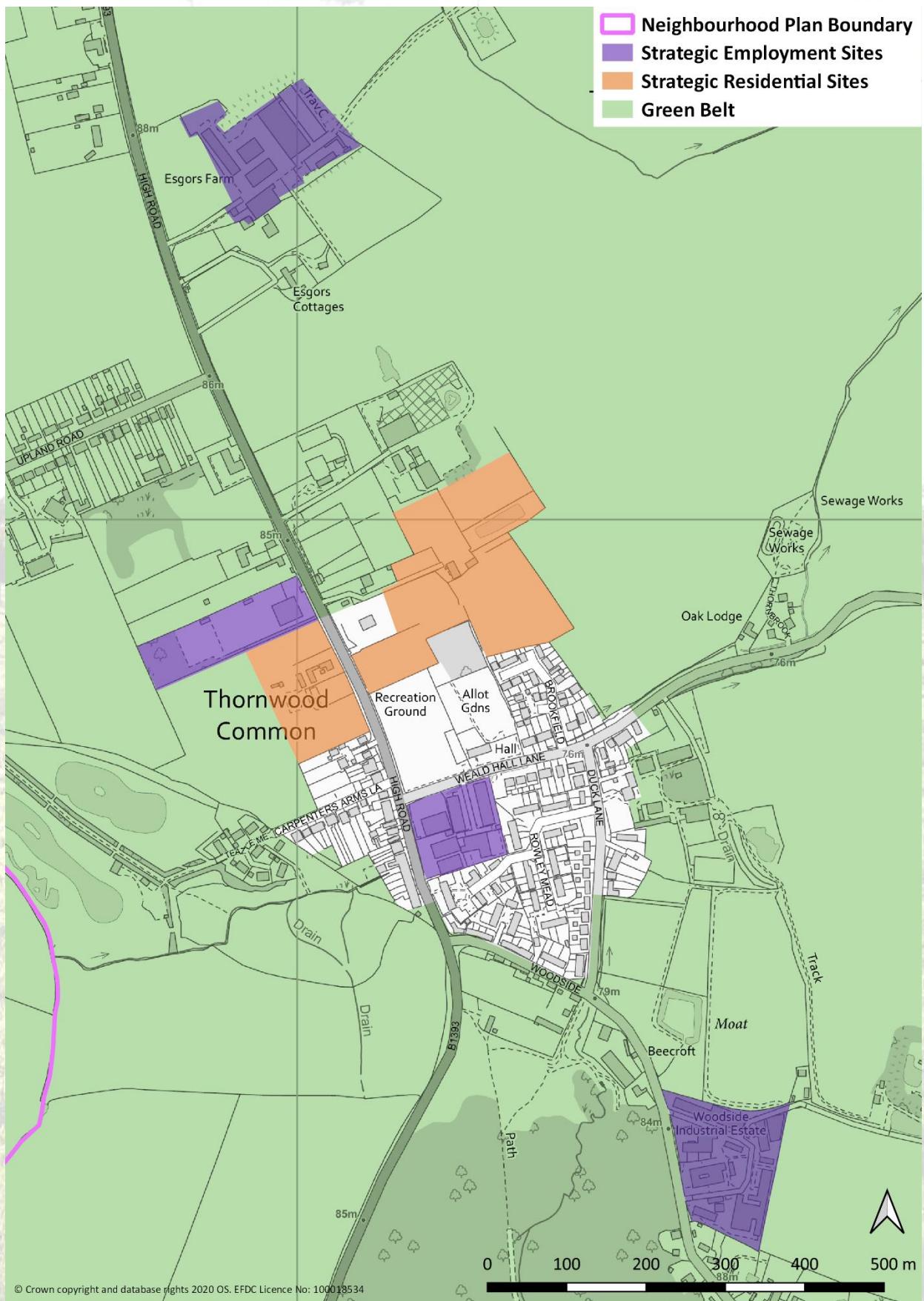


INSET MAP – NORTH WEALD

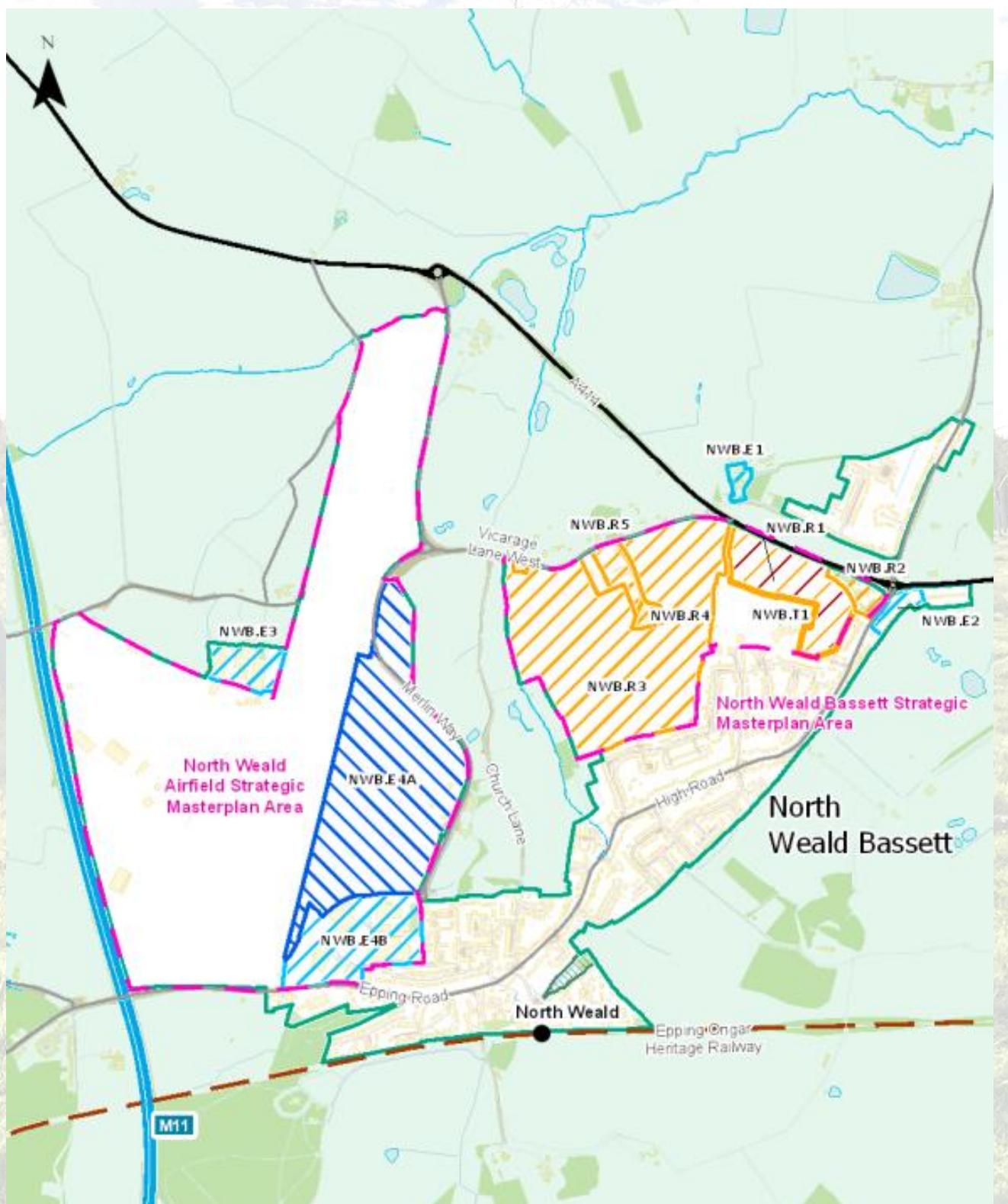
- Neighbourhood Plan Boundary
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THORNWOOD



Appendix A: Epping Forest Local Plan allocations



EPPING FOREST LOCAL PLAN POLICY P6: NORTH WEALD BASSETT

Residential sites:

NWB.R1: Land West of Tyler's Green

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

These sites are required to deliver a minimum of 1,050 homes

Employment sites:

NWB.E1: New House Farm, Vicarage Lane

NWB.E2: Tylers Green Industrial Estate

NWB.E3: Weald Hall Farm and Commercial Centre

NWB.E4A: North Weald Airfield (only for Use Classes B2 and B8 and offices, research and development and light industrial within Use Class E)

NWB.E4B: Bassett Business Park and Merlin Way Industrial Estate

Traveller sites:

NWB.T1: Land west of Tylers Green –5 pitches

Infrastructure provision:

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

Appropriate provision of health facilities

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

Local upgrades to existing waste water network and drainage infrastructure

Potential upgrades to existing water, gas and telecommunications infrastructure

Improvement and provision of green and blue infrastructure and open space throughout the settlement

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