

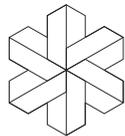
Land North of Park Lane Langham

VISION DOCUMENT
JANUARY 2026





MAC MIC
GROUP



MOSAIC
Urban Design & Masterplanning

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01.

Introduction



Introduction

This Vision Document has been prepared on behalf of Mac Mic Strategic Land Limited (Mac Mic) to set out the emerging aspirations, principles and design direction for Land North of Park Lane, Langham (“the site”) to respond to the proposed allocation of the site in Colchester City Council's emerging Local Plan.

Document Scope

This document brings together an understanding of the site's landscape setting, Langham's distinctive character and the priorities expressed by the local community to guide the creation of a sensitively integrated, landscape-led neighbourhood.

This Vision Document presents the early framework for how Land North of Park Lane could evolve into a new sustainable and inclusive neighbourhood of Langham.

It is intended to respond to the proposed allocation of the site in Colchester City Council's emerging Local Plan and provide a clear foundation for ongoing engagement with residents, Langham Parish Council, Colchester City Council (CCC), Essex County Council (ECC) and other stakeholders.

This document includes:

- An overview of both the site's context, including its proximity to the A12, Colchester city centre, Colchester Northern Gateway and wider northern fringe, as well as its immediate relationship with Langham's dispersed village structure, landscape setting and rural identity.
- A detailed understanding of local character, supported by settlement analysis and photographic survey.
- A summary of our initial understanding of community priorities, including outcomes from the Parish Council's Langham900 campaign and early engagement work undertaken by the project team.
- An overview of technical and environmental considerations shaping the emerging design.
- An understanding of existing social infrastructure and initial socio-economic work to understand the needs and issues of Langham's residents.
- The design evolution that has informed the current masterplan framework.
- A Vision and emerging framework that will guide the next stages of design development.
- Built form and landscape character areas to explore how the site seeks integrate with Langham and retain a village feel.

This document is not a fixed blueprint; rather, it is intended to provide a basis for further engagement and to evolve through continued evidence gathering and collaboration with the community and key stakeholders.

The Team

Proposals

The emerging vision for Land North of Park Lane is to deliver high-quality new neighbourhoods that reflect Langham's identity, supports long-term local needs and enhances connections between Langham Wick, Langham Moor and the village core. The key components of the evolving masterplan include:

- Around 800 new homes, including a range of types and tenures, including accessible and downsizing options to support Langham's ageing population.
- A new two-form entry primary school, designed to provide long-term education capacity for the parish.
- Opportunities for new or enhanced community facilities, delivered onsite or through investment in existing assets such as the Recreation Ground or Langham Community Centre, including potential uses such as a café or social hub, mobility hubs, flexible community space, early years provision, workspace and/or other facilities identified by Langham Parish Council.
- A landscape-led structure, incorporating a north-south parkland, naturalistic open spaces, retained hedgerows, children's play, opportunity for sports pitches and a heritage park reflecting the site's relationship with Boxted Airfield.
- Integrated Sustainable Drainage Systems (SuDS) and a new on-site wastewater treatment facility. SuDS will help enhance biodiversity, manage surface water and respond to local drainage concerns, whilst the new water treatment facility to respond to foul water management concerns.
- A connected movement network, including enhanced bus services, active travel routes, green corridors and improved links with the wider village.
- New vehicular access from Park Lane (two points) and a single access from School Road, via the existing development west of the Community Centre, designed to avoid creating a through-route for private vehicles.

Land Promoter: Mac Mic

Mac Mic Group is a family-owned, diverse UK land and property group established in 1925. Over the past century, Mac Mic Group has built a legacy of trust, fostered enduring relationships with our partner and driven significant growth across our regions and divisions.

Mac Mic has an established track record in securing site allocations and planning consents in sensitive locations, from major urban extensions, to working collaboratively with Local Planning Authorities in the World Heritage Cities of Bath and Edinburgh.

In Bath, we were awarded a 'Building with nature' Design Award, demonstrating best practice in creating a place to live with wildlife, wellbeing and water. All of which are very much on the public and policy agendas as we face a national climate and biodiversity emergency.

Formerly a housebuilder as well as a strategic land promoter, we are conscious of the legacy we leave before promotion commences.

We aim to address additional community need within our projects, benefiting the overall proposals, and creating exceptional developments in desirable locations.

We are incredibly proud of our involvement in delivering the athletes village for the 2014 Commonwealth Games in Glasgow, working in partnership with Glasgow City Council.

As a property and land company, we are committed to supporting local communities and being considerate of the environment we all live in. We believe that Environmental, Social and Governance (ESG) principles are essential for fulfilling our goal of providing desirable homes and new communities that will endure over the long term. These principles run deep in the company and are embedded in our roots and our culture.

Key drivers for placemaking strategy, in relation to the benefits new development can bring to the lifestyle of future residents, include wellbeing, protecting wildlife, access to nature and connectivity to existing amenities and beyond.



The Consultant Team

We have assembled and tailored a team to meet the unique challenges posed by this site. The team supporting this scheme are leaders in their field with a wealth of experience in successfully executing projects similar to this one. Our consultants:



Bidwells (Town Planning & Socio-Economics)

Bidwells is one of the UK's largest planning consultancies, with a reputation for working collaboratively to guide complex development proposals in sensitive environments to successful outcomes.



Paul Basham Associates (Transport & Civil/Structural Engineering)

This multi disciplinary consultancy specialises in transport planning, travel management, and civil/structural engineering. They offer holistic support—from strategic infrastructure and site promotion through to detailed travel planning and highway due diligence—underpinned by strong policy knowledge and commercial experience.



Suono (Acoustics)

Founded in 2021, Suono is an acoustic, noise, and vibration consultancy delivering art-meets-science sound design. Their services span sound insulation and environmental assessments to specialist analysis for aviation, performance venues, residential developments, healthcare, and more.



Aspect Arboriculture (Arboriculture)

Aspect Arboriculture provides clear, defensible tree and forestry advice on development sites. Since 2004, they've combined commercial awareness with rigorous survey and risk assessment methods—including decay analysis and PiCUS/Resistograph tools—to balance tree preservation and development objectives.



Tyler Grange (Ecology)

A B Corp accredited environmental consultancy, Tyler Grange is celebrated for its 'TG Tribe' approach to ecology, arboriculture, landscape planning, and visual impact. Their collaborative ethos drives sustainable designs—from protected species licensing to habitat enhancements and landscape-led planning.



Mosaic (Urban Design & Masterplanning)

Mosaic is a strategic land-focused masterplanning and urban design studio operating across the UK. They apply a process driven urban design philosophy, acting as 'generalists' who coordinate transport, landscape, and technical specialists to craft intuitive, future proof places.



Iceni Projects (Landscape Design, Visual Impact Assessment)

Iceni Projects is a multidisciplinary consultancy across multiple UK offices. They offer broad services including landscape design, visual impact assessment, planning, transport, archaeology, heritage, design, engagement, and ESG-led place making—with innovative tools like drone/360° virtual site surveys.



Orion Heritage (Archaeology & Built Heritage)

Orion Heritage brings over 30 years of combined expertise in archaeology and built heritage. They deliver commercial, pragmatic advice on desk based assessments, field evaluation, excavation, historic building recording, and heritage strategies—helping navigate planning constraints and conserve significance for development schemes.



Richard Jackson Engineering Consultants (Flood Risk, Drainage & Utilities)

Richard Jackson are specialist engineering consultants with deep technical expertise in flood risk, drainage, sewerage, and utilities infrastructure. They support site investigations, design, strategies, and compliance to ensure development resilience against water-related hazards.



Planning Policy Overview

Colchester City Council is taking forward a review of its Local Plan to address long term growth requirements of the area and objectives of the Government's National Planning Policy Framework ('the Framework').

The City Council's strategic Local Plan policies date from 2021 and will be out of date from 1st February 2026 onwards.

The Framework requires the emerging Local Plan to deliver circa 20% more housing annually than is planned through the adopted Plan. This will require a step-change in the allocation of suitable sites in sustainable, accessible locations.

The proximity of Langham to the regional centre of Colchester makes it ideally placed to deliver sustainable development. It is well connected to the extensive employment, leisure and other opportunities located on Colchester's northern fringe and in the city centre by short and convenient public transport routes, with potential for significant enhancement. It is also connected to Colchester by a national cycle route

and via the A12. Langham also benefits from a good range of village services which could be substantially broadened by investment associated with sustainable growth. It is also located away from major areas of flood risk and designated protected areas. Allocating land for the delivery of new housing and supporting infrastructure in Langham will ensure good access to jobs and facilities and it will contribute towards the social, environmental and economic dimensions of sustainable development.

Colchester City Council's emerging Local Plan recognises the strategic benefits of Langham as a location for development by proposing to allocate land north of Park Lane, Langham, for residential-led mixed-use development. The proposed allocation anticipates delivery of up to 900 dwellings alongside enhanced open space, biodiversity enhancements and supporting infrastructure. The detail of the draft policy is provided on the following page.

Draft Policy PP37: Land north of Park Lane, Langham

The draft allocation of the site and the associated policy proposed by Colchester City Council to guide its development is as follows:

In addition to the infrastructure and mitigation requirements identified in Policy ST 7 and subject to compliance with all other relevant policies, development will be supported on land within the area identified on the policies map which provides:

- a) Approximately 900 new dwellings of a mix and type of housing to meet evidenced needs and be compatible with surrounding development;*
- b) Safe and suitable site access to required highway design standards. The point of vehicular access is to be agreed with the Highway Authority and it will need to be demonstrated that the proposal would not be detrimental to highway capacity and safety;*
- c) Impacts on the Strategic Road Network can be satisfactorily mitigated to the satisfaction of National Highways;*
- d) Provide a safe pedestrian access to ensure connectivity within and throughout the site to existing footways and public rights of way. Ensure provision of green infrastructure connections and recreational access to the countryside, also securing active travel links and connections to the settlement;*
- e) Applicants must demonstrate they have confirmed with Anglian Water Services that treatment capacity at the Water Recycling Centre is available to serve the development at the point of anticipated connection and where appropriate agree to phasing triggers to support development;*
- f) Demonstrate adequate capacity for managing wastewater including proposed phasing requirements or alternative solutions to the satisfaction of the Council and Anglian Water;*
- g) A range of measures in addition to prioritising SuDs (Policy EN8) and water efficiency measures to reduce the risk on impact on the WRC capacity as a result of planned growth including:
 - i) Removal of unrequired network flows;*
 - ii) Targeted education to include new residents of the development;*
 - iii) Reduction in the demand for potable water.**
- h) Onsite BNG measures should include enhancement of existing hedgerows. Soil conditions may favour the creation of higher distinctiveness grasslands, including some of a calcareous character;*
- i) Support will be given to delivering grassland habitat to support the delivery of the strategic creation opportunities in the Essex LNRS;*



j) Screening comprising locally appropriate tree belts, hedgerows and/or woodland will be required along the site boundaries to ensure that development is sensitively integrated into the landscape to reflect and reinforce rural character;

k) 'Enhanced Open Space' as shown on the Policies Map substantively in excess of 10% of the allocation area must be provided as open space. This should include at least one area of strategic open space and multiple areas of less formal and more incidental open space.

l) Deliver a strategic open space centrally within the site to provide a naturally landscaped community space that is well connected to new and existing development;

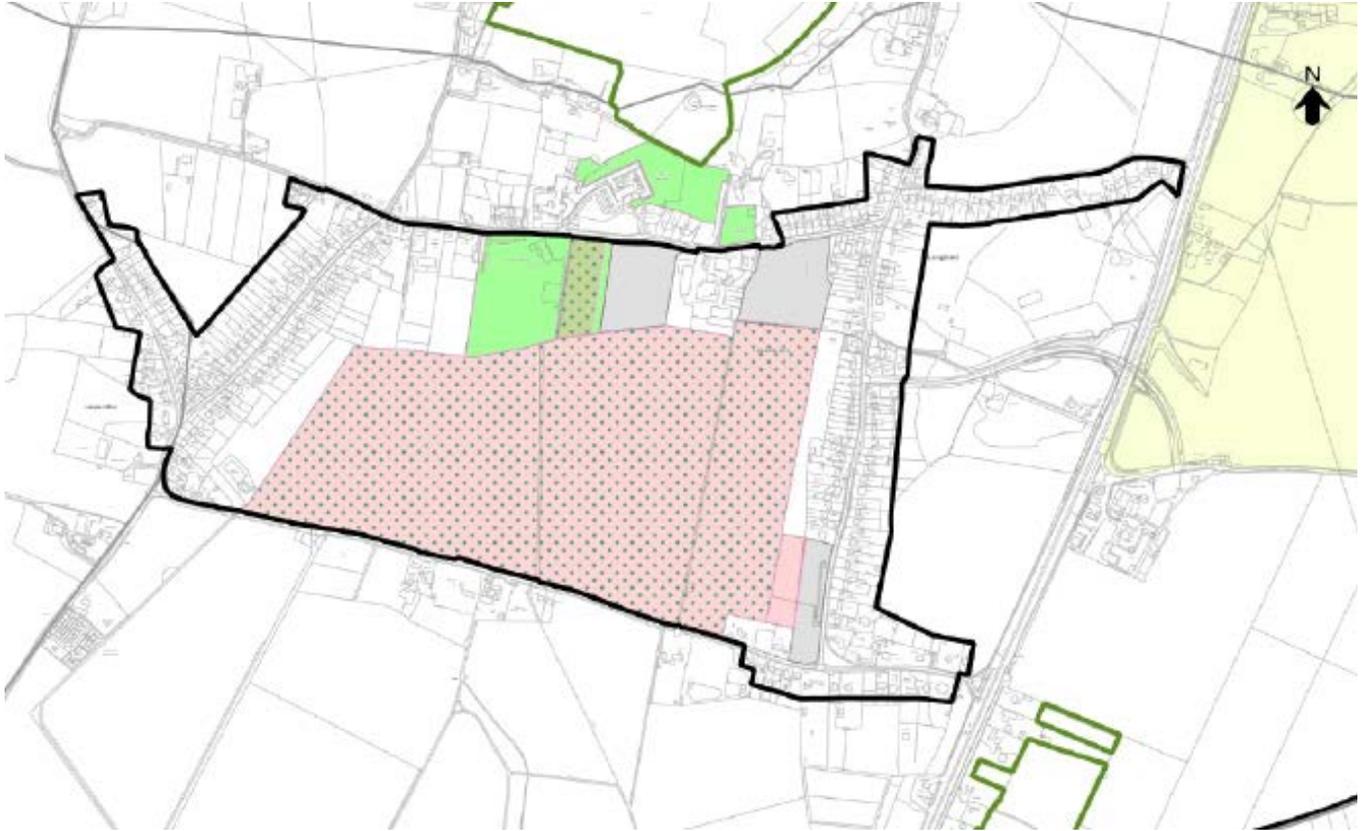
m) Development must conserve, and where appropriate, enhance the significance of heritage assets (including any contribution made by their settings). Designated heritage assets close to the allocated site includes twenty-two Grade II Listed Buildings as informed by the stage 1 HIA.

n) Liaise with ECC as the Minerals and Waste Planning Authority on mineral and waste;

o) Any site specific infrastructure requirements from the IDP (likely to include education provision, highway mitigation, water and wastewater and specific community / open space provision).

p) Before granting planning consent, wintering bird surveys will be undertaken at the appropriate time of year to identify any offsite functional habitat. In the unlikely event that significant numbers are identified, development must firstly avoid impacts. Where this is not possible, development must be phased to deliver habitat creation and management either on or off-site to mitigate any significant impacts. Any such habitat must be provided and fully functional before any development takes place which would affect significant numbers of SPA birds.

Proposals for the allocated site will only be supported where they accord with a comprehensive masterplan in relation to the entire allocation, that has been agreed with the Council prior to submission of any planning application. The masterplan must be of sufficient detail to ensure optimal placemaking and housing delivery outcomes for the allocation and should be informed by an appropriate evidence base. The masterplan should be developed in collaboration with the Council, and relevant infrastructure providers through engagement with the local community and be informed by use of design review. Where appropriate and necessary the masterplan shall be supported by, parameter plans, design codes and/or guidance.



Draft allocation boundary from the Regulation 18 Local Plan proposals map. Not to scale.

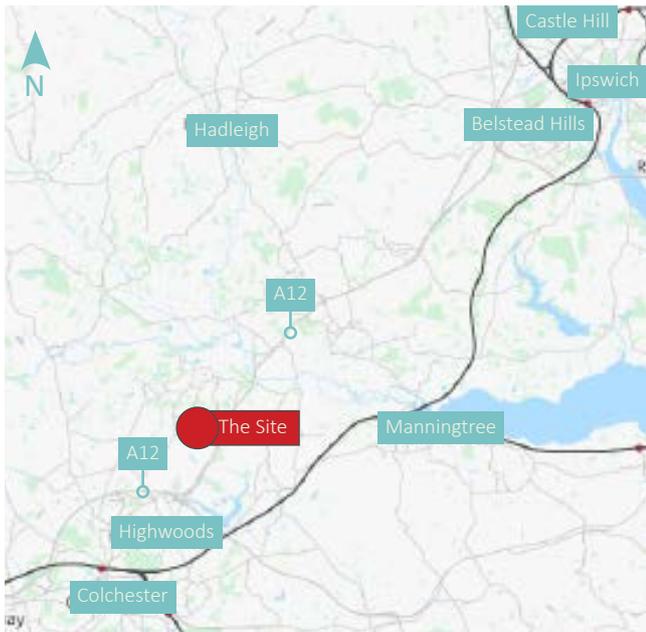
This Vision Document seeks to respond to this proposed allocation and site development policy. Mac Mic is committed to engaging with Colchester City Council, the local community and other stakeholders to shape the proposals appropriately as the Local Plan progresses, and to bring a planning application for the site forward when required to help meet housing and other infrastructure needs.



Site Context

Land north of Park Lane is located in the village of Langham, approximately 6.6 miles (10.6 km) north of Colchester city centre, 2.3 miles (3.7km) from the northern fringe of Colchester, 13.4 miles (21.6 km) south of Ipswich, and 18.7 miles (30 km) west of Harwich.

Langham is strategically well-located, offering excellent connectivity through both road networks and public transport infrastructure. The A12 lies to the east, providing convenient road access. Additionally, bus services offer direct links to Colchester city centre, Colchester Northern Gateway and wider northern fringe as well as Colchester train station, which provides regional connections.



Strategic location plan. Not to scale

The Site

The site extends to approximately 39.46 hectares and consists of a three arable field parcels.

Five public rights of way (PRoW) footpaths cross the site: three (Langham 33, 46, and 55) on a north-south axis, and two (Langham 35 and 56) on an east-west axis. These PRoWs facilitate pedestrian connections to Park Lane, Wick Road, Langham Recreation Ground, and School Road.

The site is bound to the:

- north by Langham Recreation Ground, a woodland block, School Road, an employment site, and a recently completed residential development (extending to 46 new homes) at Discovery Way, constructed by Linden Homes (planning ref: 191830). Planning permission for the construction of a further 30 dwellings off School Road to the west of the employment site has now been granted (ref: 220595/242422) but the development is yet to be constructed.
- east by arable fields and the rear of properties associated with Wick Road lying beyond. Land at the southern end of Wick Road has permission for the development of 12 new dwellings (ref: 221510).
- south by a residential dwelling and Park Lane, with various other residential properties located sporadically on the opposite side of the road, surrounded by agricultural land and the former RAF Boxted airfield..
- west by arable fields and the rear of properties associated with Moor Road lying beyond.



The site. Not to scale. Aerial photograph: © Google Earth

- Site boundary
- - - Public right of way: Footpath



Site photographs



Photo viewpoint key plan. Not to scale. Aerial photograph: © Google



1. Photograph looking west towards rear of properties associated with Moor Road



2. Photograph looking south with the employment site and rear of properties associated with Wick Road in the background



3. Photograph of existing pedestrian access to site via Langham 46 PRow on Park Lane



4. Photograph looking north towards woodland along Langham 46 PRow



5. Photograph looking west across the site



6. Photograph looking east towards Grade II listed building



The Site



02.

**Emerging
Contextual
Assessment**



A Sustainable Location

The site is inherently sustainable as a wide range of existing facilities are already a short walk, cycle, or bus ride away. Development of the site will deliver further investment in local infrastructure for the benefit of existing and new residents

Social infrastructure

Langham caters to daily needs locally and includes a range of social infrastructure, such as Langham Primary School, Langham Pre-School, Langham Oaks School, Langham Community Centre, and Langham Community Shop. The Community Shop is open seven days a week and features 1,800 different products and also an Outreach Post Office that provides a full service on one morning and one afternoon a week, as well as visiting traders. Additionally, the area includes Langham Recreation Ground and play area, and The Shepherd & Dog pub.

Colchester, a regional centre, is around a five minute drive from Langham, and is accessible via the local bus service and a Sustrans cycle route. The settlement offers a wider range of facilities, employment opportunities, and leisure and recreation options, complementing those available in Langham. The site is exceptionally well connected to the expansive employment, leisure and other facilities located Colchester's Northern Gateway and wider northern fringe.

Connectivity Audit: Public transport

The nearest bus stops are within a five-minute walk from the site and located along School Road. Additional stops are located on Moor Road and Wick Road. These bus stop provides services to Colchester, Dedham Heath and Manningtree.

Whilst Langham does not have a train station, the local bus service provides links to Colchester Train Station (approximately 20 minutes from School Road). This station provides mainline connections to Manningtree, Ipswich, Chelmsford and London.

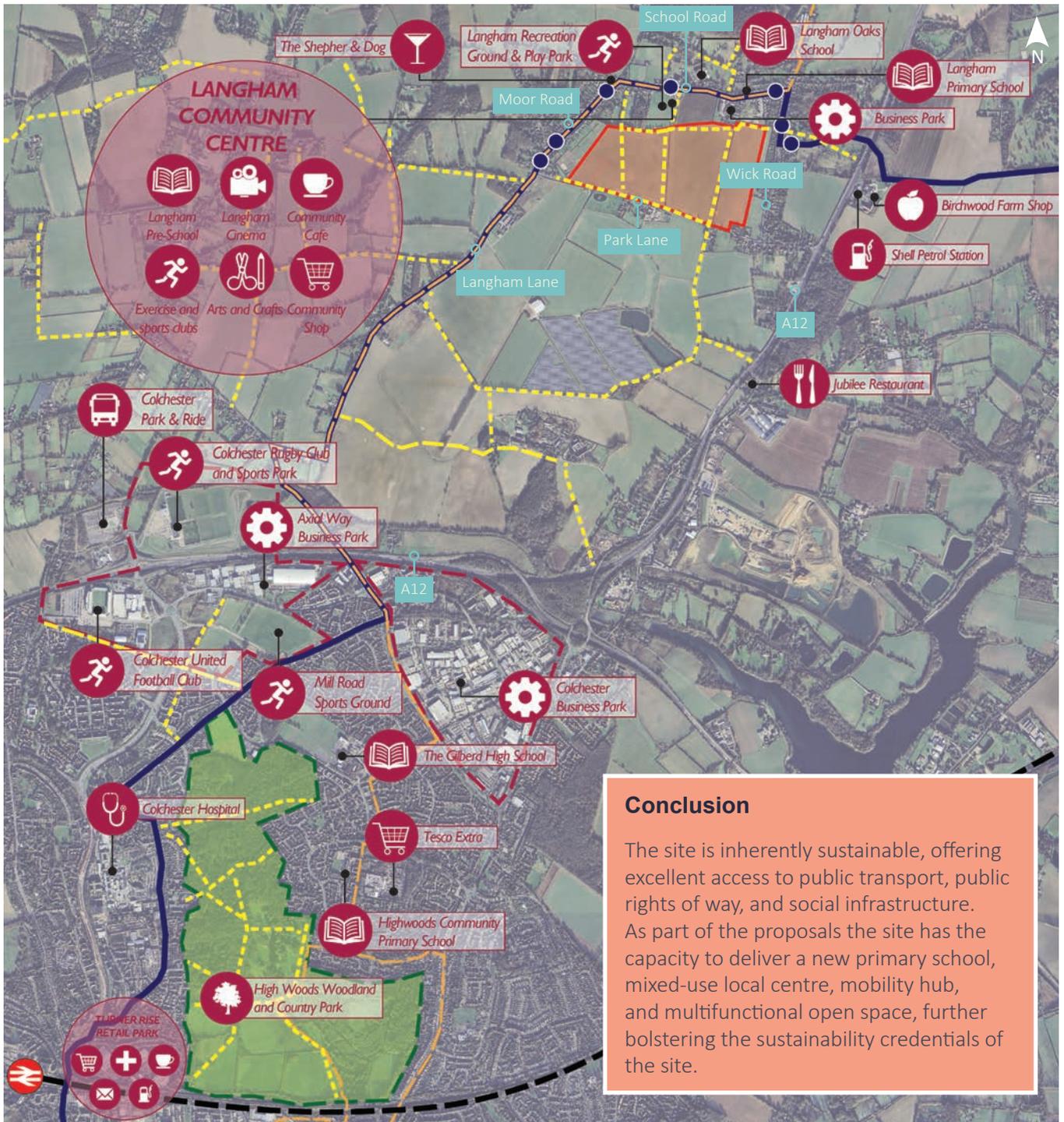
Connectivity Audit: Pedestrian and cycle network

The site benefits from a comprehensive pedestrian network. Five public right way (PRoW) footpaths cross the site, three (Langham 33, 46 and 55) on an north-south axis, and two (Langham 35 and 56) on an east-west axis. These PRoW's facilitate connections to Park Lane, Wick Road, Langham Recreation Ground and School Road. The site is also connected to the settlement's footway network via School Road, providing links to bus stops and local social infrastructure.

National Sustrans Route 1 (NCR 1) is situated along Moor Road, School Road and St Margaret's Cross. The NCR 1 a long distance cycle route connecting from Dover to Scotland. Immediate connections include Ipswich to the north and Colchester northern fringe and city centre to the south.

Connectivity Audit: Road Network

The site has excellent access to the strategic road network via School Road and Park Lane, which directly connects to the A12 to the east, offering convenient access to Colchester. The A12 also facilitates connections to Ipswich, Chelmsford and London.



Conclusion

The site is inherently sustainable, offering excellent access to public transport, public rights of way, and social infrastructure. As part of the proposals the site has the capacity to deliver a new primary school, mixed-use local centre, mobility hub, and multifunctional open space, further bolstering the sustainability credentials of the site.

Facilities and connectivity audit. Not to scale. Aerial photograph: © Google Earth

- - - Site boundary
- - - Public right of way: Footpath
- - - Public right of way: Bridleway
- - - Sustrans National Cycle Route 1
- - - Colchester Northern Gateway and wider fringe
- Bus route
- Nearby bus stops



Understanding Langham: Local Character

Even at this early stage, it is important to understand the character of Langham in order to retain a village feel and create a sensitive addition to the settlement.



Setting and Landscape

Langham Wick and Langham Moor, collectively known as Langham, is a dispersed settlement situated on a gently undulating plateau between the River Stour to the north and Salary Brook to the south. The Colchester Open Countryside Assessment identifies this plateau as a key landscape feature that creates a strong sense of separation from the northern edge of Colchester, reinforced by intervening hedgerows, woodland blocks and the A12 corridor. The 2024 Landscape Character Assessment classifies the area as the Langham Farmland Plateau, defined by large open arable fields, trimmed hedgerows and scattered ancient woodland.

Although Langham contains several pockets of open land, it is the pattern of breaks between settlement clusters, rather than the size of any single agricultural field, that most strongly defines its rural identity. The Village Design Statement (VDS) highlights the importance of maintaining separation between Langham Wick, Langham Moor and the village core to

preserve the parish's dispersed and open character. The landscape south of School Road forms part of this transitional space, contributing to a sense of breathing room between built clusters. Future development in this location can therefore play a positive role where it is landscape-led and retains a meaningful green gap.

Vegetation plays a defining role across the parish. Woodland blocks such as Birch Wood and Kiln Wood, the treed edges around Langham Lodge, and the widespread use of hedgerows and green verges form a strong and cohesive green structure. The VDS stresses the community's desire to retain hedgerows, woodland and farmland features, while the 2024 Landscape Character Assessment recommends using locally appropriate tree belts, hedgerows and woodland planting to reinforce rural character and integrate new development. The vegetated boundaries of School Road and along the public footpaths offer particular opportunities to continue this landscape-led character through future proposals.

Built Form Character

Langham's built form is defined by a dispersed, low-rise structure arranged along a series of historic rural lanes, reflecting incremental, small-scale growth over time rather than a single compact core. Despite variation in architectural style, there is a remarkably consistent settlement grain, characterised by generous plot sizes, deep setbacks, soft boundaries, and a strong green framework of hedgerows, trees and gardens.

Buildings are typically one to two storeys, including bungalows, cottages, interwar and postwar houses, and recent infill. Materials vary, including red brick, painted render, tile hanging, weatherboarding and

clay or concrete tiles, but rooflines remain simple and traditionally pitched, helping to maintain continuity between different eras of development. Boundary treatments are predominantly green and soft, using hedgerows, shrubs and mature trees; hard boundaries are limited and generally low and informal. Narrow lanes, intermittent kerbs, wide verges and limited lighting reinforce Langham's semi-rural, leafy identity.

Overall, the settlement reads cohesively because built form is consistently subservient to landscape, with green structure, garden space and hedgerow rhythms providing the dominant village character.

School Road

School Road contains some of Langham's most varied built form. Traditional cottages (including thatched and rendered examples), inter-war and post-war detached homes, bungalows, chalet bungalows and more recent infill all sit within generous plots with deep front gardens. Boundaries are typically hedged or planted, creating soft, green frontages. Architectural expression ranges from painted render to red brick and tile-hanging. The presence of Langham Oaks School and the village hall cluster creates a subtle civic focus and a clear sense of arrival.

Together, these qualities establish a semi-rural village character, domestic in scale and strongly landscape-led. Please review to Appendix A for a fuller photographic survey of School Road, Moor Road, Wick Road and Park Lane.



Moor Road

Moor Road is characterised by wide frontages, deep building setbacks, and a mix of bungalows, single-storey cottages, chalet bungalows and modest two-storey dwellings. Mature trees, continuous hedgerows and well-planted front gardens create a strong green spine and reinforce its leafy, low-density character. Boundaries are soft and informal, with many gravel driveways and minimal hard edges. The street retains an open, linear feel with intermittent views towards farmland and woodland.

Moor Road's identity is shaped as much by landscape as by built form. Please review to Appendix A for a fuller photographic survey of School Road, Moor Road, Wick Road and Park Lane.



Wick Road

Wick Road presents a more continuous residential frontage, including semi-detached and short terraces of post-war housing alongside older cottages and detached dwellings. Materials include red and buff brick, painted render and occasional weatherboarding. Setbacks are generous but slightly tighter than on Moor Road, with hedgerows continuing to serve as the dominant boundary treatment.

The overall character is a village-residential street, with consistent rooflines and strong green enclosure. Please review to Appendix A for a fuller photographic survey of School Road, Moor Road, Wick Road and Park Lane.



Park Lane

Park Lane marks the transition from village to countryside, with a looser settlement grain, larger detached houses, converted barns and rural-vernacular-inspired dwellings. Plots are substantial, typically with deep setbacks, wide gravel drives and extensive tree cover. Materials include red brick, timber boarding, render and clay tiles. Soft verges, hedgerows and mature trees reinforce a pronounced rural edge character.

Park Lane expresses Langham's close relationship with farmland and Boxted Airfield. Please review to Appendix A for a fuller photographic survey of School Road, Moor Road, Wick Road and Park Lane.



Heritage and Historic Routes

Heritage assets, including Grade II listed farmhouses, timber framed cottages and historic barns, are dispersed throughout the parish and are typically set within spacious, mature plots. These buildings contribute subtly but significantly to the village's historic depth. The VDS underlines the importance of protecting heritage settings through sensitive scale, materials and layout.

Movement in Langham follows historic lanes and a well-used network of footpaths and bridleways. The VDS notes their importance to village life, and formal assessments identify them as key elements of rural character, connecting the settlement to the Stour Valley and surrounding farmland. The public footpath south of the site offers long views and reinforces the need to manage the site's southern edge sensitively.

Conclusion & Lessons for New Development

The character of Langham is defined by its dispersed structure, strong landscape setting and consistently low-rise, village-scale built form. Across School Road, Moor Road, Wick Road and Park Lane, the settlement presents a coherent identity shaped by generous plots, soft green boundaries, simple traditional architecture and a pattern of lanes threaded through hedgerows and open farmland. Community feedback reflected in the Village Design Statement reinforces these qualities, emphasising the importance of maintaining separation between settlement clusters, preserving rural views and ensuring that landscape remains the leading influence on how the village evolves.

These characteristics provide a clear and robust foundation for future development. While the scale of growth for the site will introduce new neighbourhoods, they can be designed in a way that reflects the essence of Langham's form and setting. By retaining a meaningful green gap, continuing the village's established landscape structure, adopting low-rise domestic architecture and shaping streets as green, rural lanes, new development can integrate successfully with its surroundings. In doing so, it can respect Langham's past, respond to its present character and create a place that feels authentically rooted in the village's longstanding identity.



Understanding Langham: Community Needs Assessment

The aim of the Assessment is to provide more granular detail on local needs and social infrastructure requirements in Langham to inform the scheme's planning and design considerations.

This Assessment establishes an initial evidence-based understanding of existing conditions and future requirements arising from the Proposed Development. It considers demographic and socio-economic characteristics, the capacity of existing social infrastructure, housing affordability pressures, and the potential socio-economic benefits of growth.

Local Insights

Consideration

Langham is a highly engaged local community with an active Parish Council and good resident participation in consultations, surveys, and campaigns such as Langham900. The village is valued for its green spaces, recreation facilities, and community amenities. Recent Parish Council meetings and surveys highlight a number of local priorities and challenges.

Residents are concerned about the capacity and reliability of infrastructure, including water, sewerage, and electricity, as well as about potential cumulative impacts from new housing developments.

Community facilities such as the Recreation Ground are frequently used and highly valued, although there are ongoing concerns regarding public toilets, accessibility, and maintenance.

Traffic management and road safety are key issues, with speeding, parking problems, and congestion

reported on key routes especially during rush hours. Limited transport access is also noted, including inadequate provision of bus services.

The proposed scale of housing development has raised concerns about impacts on local services and landscape character, with residents highlighting potential shortfalls in education and healthcare services, employment opportunities, and utilities.

Environmental and landscape protection is a high priority for residents, who emphasise the importance of preserving farmland, village character, biodiversity, and nationally significant areas of countryside.

While the community is highly engaged, younger residents are underrepresented in consultation responses, which may influence the types of facilities and services most strongly demanded.

Response

The development proposals will be informed by these local insights to ensure that community priorities and concerns are addressed.

Resident engagement will happen throughout the planning process, with particular attention to providing opportunities for younger demographics to participate. Green infrastructure, sustainable drainage, and measures to support biodiversity, flood mitigation, and environmental quality will be incorporated into the scheme design to ensure that the development supports the wellbeing of the existing community while maintaining the village's rural character.

Health

Consideration

Health outcomes in Langham and the surrounding area are generally positive, with high life expectancy, low mortality and strong overall wellbeing. Most residents report good or very good health, and levels of disability are lower than district and national averages. These health outcomes are informed by official health and wellbeing datasets for the local area. Evidence is drawn from the Office for Health Improvement and Disparities 'Fingertips' dataset, the Nomis database, and the English Indices of Deprivation (2025).

However, emergency hospital admissions for children under five are significantly above the England average, and the area performs comparatively poorly in the Living Environment and Barriers to Housing and Services deprivation domains. Emergency admissions in this age group are commonly for respiratory infections. Factors such as damp, cold, or smoking in the home, which is higher in Colchester than the national average and delayed access to primary care can increase the risk of respiratory infections in young children. These issues likely reflect its rural context, limited transport options, and variable housing quality.

Response

A full Health Impact Assessment (HIA) will be undertaken to evaluate the development's potential impacts and identify appropriate mitigation, in line with the Essex Healthier Places Guidance. The scheme will promote health and wellbeing by incorporating high-quality green infrastructure and play space, creating safe and attractive walking and cycling routes to local amenities, and delivering modern, high-quality homes that can help to address existing issues associated with indoor environments.

Opportunities for community spaces will be considered to reduce social isolation and support the village's older population. Ongoing engagement with Public Health, the NHS, and Essex County Council will ensure that the proposals respond to local pressures, particularly around children's health and access to services.



Demographics, Housing and Economic considerations

Consideration

Langham has an older and ageing population, relatively high levels of economic inactivity compared to the national average and a workforce heavily represented in higher-skilled occupations. Housing supply is dominated by larger, owner-occupied dwellings, resulting in very high under-occupancy and limited availability of smaller or affordable homes.

Wider housing market evidence indicates that apparent improvements in affordability largely reflect earnings growth during the cost-of-living crisis, rather than a real easing of housing pressures, with wider inflationary living costs continuing to constrain household finances. Housing transactions remain at historically low levels which, coupled with constrained social and affordable housing provision, are increasing reliance on the private rented sector and contributing to rising rents. These trends reinforce the need for new development to deliver a balanced housing mix with a strong emphasis on affordable housing and mid-sized family homes.

While overall deprivation is on the lower end, challenges remain in relation to access to housing and services, reflecting the rural nature of the area. Demographic trends indicate potential future pressures on the sustainability of local services, the labour market, and the ability of younger households to access suitable accommodation in the village.

Response

The proposed development will consider the delivery of a balanced and policy-aligned housing mix, informed by identified local and district-wide needs. This is expected to include a proportion of affordable housing, with an emphasis on tenure and dwelling types that respond to acute affordability pressures in the area.

The housing mix will be shaped to take account of demographic trends, including the ageing population, high levels of under-occupancy, and limited availability of smaller homes. Opportunities to provide a range of smaller and mid-sized dwellings will be explored to support younger households, families, and those wishing to downsize locally, while maintaining flexibility in the final mix as the scheme evolves.

The construction and occupation of the development will generate employment and local expenditure, supporting nearby businesses and community services.

The scheme will be shaped by an understanding of local socioeconomic characteristics to ensure that new homes, employment opportunities, and community infrastructure respond effectively to existing and emerging trends in population, housing need, economic activity, and household composition.

Social Infrastructure

Consideration

The area benefits from a range of schools, early years settings, healthcare facilities, leisure provision, and accessible open spaces. Primary schools within a 15-minute drive have a modest overall surplus of places, with those closest to the site showing recent declines in enrolment while schools nearer Colchester experience rising demand. Secondary schools in the area currently have good capacity, influenced by recent expansions and new provision. Although none are directly provided within Langham village. Early years facilities are widespread, although several operate above their registered capacity.

All GPs are accepting new patients, although dental practice availability is low. GP accessibility has been assessed using a 10-minute drive-time catchment from the Proposed Development. Six GP surgeries are located within this area. However, public transport access is limited: while five of the six surgeries are accessible by bus, journeys take significantly longer than by car and services are irregular.

The Langham area benefits from a range of open spaces, sports and leisure facilities, and play areas.

A review of sports and leisure provision within a 10-minute drive of the Proposed Development identified 17 locations for leisure. These locations provide 26 full-sized football pitches, eight rugby

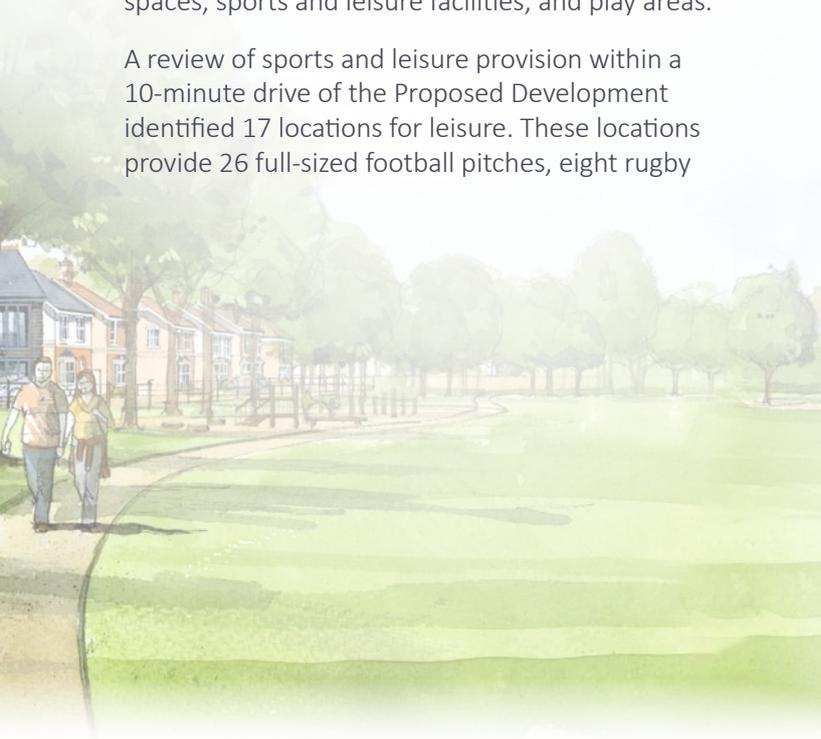
pitches, and five cricket pitches. Colchester Sports Park provides the widest range of sports facilities in the area. Three of the locations are within Langham Village itself, offering tennis courts, a football pitch, a rugby pitch, and a basketball court.

Although the wider study area identifies some cricket pitch shortfalls, nearby grounds generally have spare capacity, additional pitches are being considered elsewhere, and several local sites already accommodate demand, meaning any requirement for new provision would need to be assessed in this broader context.

Response

The project team will work closely with Colchester City Council, Essex County Council, NHS bodies, and the local community to determine appropriate on-site provision and financial contributions towards expansion and improvement of facilities nearby.

The development will consider opportunities for early years provision and primary school within the scheme. There are also opportunities to significantly improve the public transport to Langham. The masterplan will enhance access to both formal and informal recreation, informed by local needs and strategic guidance, and will assess the necessity and deliverability of specific sports facilities based on local feedback as the scheme progresses.



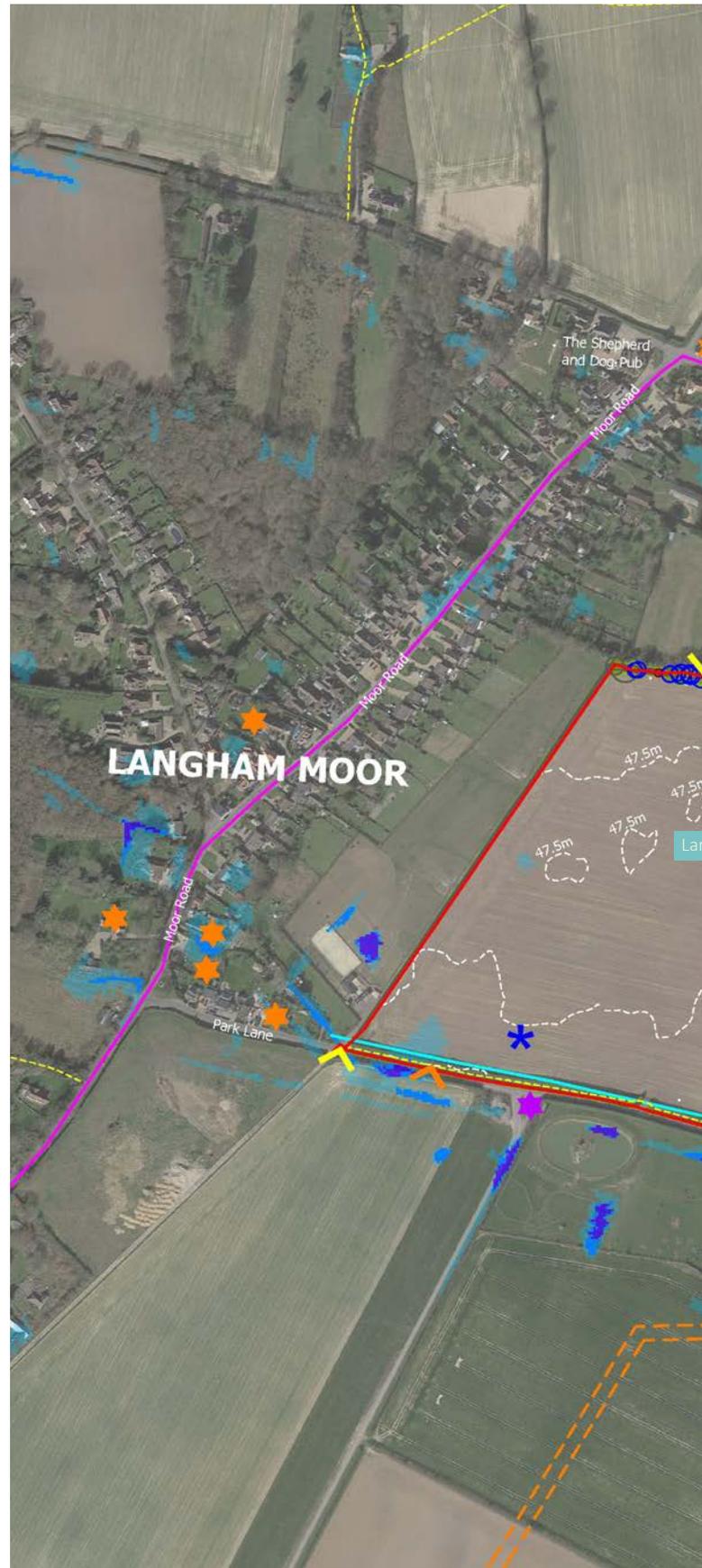
Understanding the site

A range of technical assessments have been undertaken to inform the approach taken to the proposed development.

As is typical for a project of this scale, the site presents various constraints and opportunities that have been carefully considered in the design proposal. The approach taken aims to address these considerations thoughtfully and comprehensively, with the goal of creating a unique and distinctive development for Langham.

The plan on the right summarises these findings, while the following pages provide a detailed summary of the technical work and reports conducted.

- | | |
|--|---|
|  Site boundary |  Grounded HV power lines (exact alignment and easement subject to further survey work) |
|  0.5m contours |  Overhead powerline (voltage to be determined) |
|  Opportunity for vehicular, cycle and pedestrian access |  Grade II listed building |
|  Pedestrian access |  Locally listed building |
|  Public right of way: Footpath |  Category A tree and root protection area |
|  National Cycle Route 1 |  Category B tree and root protection area |
|  Surface water flood risk - low |  Category C tree and root protection area |
|  Surface water flood risk - medium |  Category U tree |
|  Surface water flood risk - high | |
|  Topographic low points within site | |





Considerations. Not to scale. Aerial photograph: ©Google Earth



Understanding the Site: Technical Summaries

Highways

Consideration

Vehicular traffic generated from the development is anticipated to predominantly route through the A12 utilising the Park Lane/A12 junction and the Birchwood Road/A12 junction.

A key aim of the development's transport vision is to promote and encourage the use of sustainable transport modes. This would improve the accessibility of the site and provide benefits to the wider community in Langham. Pre-application discussions have recently been held with National Highways and to Essex County Council (ECC) (as Local Highway Authority). Mac Mic will continue to engage with both parties to progress detailed access and infrastructure strategies for the development of the site.

Response

The vehicular traffic from the development has been assessed to understand potential impact. Key junctions in Langham and those accessing the A12 have been modelled based on trip generation and distribution discussed and agreed with ECC and National Highways and the development is not forecast to create significant concerns for local highway capacity.

Opportunities to improve sustainable transport options will be explored. To achieve good permeability through the site, the routing of existing public rights of way (PRoW) within the site will be considered to ensure good connectivity towards key amenities along School Road and through the site. Improving the PRoW (Langham 56) along the southern perimeter to create a pedestrian/cycleway is an identified option to be explored further. This would establish an enhanced east to west connection along Park Lane where quality pedestrian infrastructure is currently absent.

Opportunities to improve bus travel will be explored to encourage the use of public transport. The possibility to re-route existing bus services is a consideration, as well as the potential to route buses into the site which will be discussed with local operators and the highway authority.

Arboriculture

Consideration

The majority of the site comprises open agricultural land with few arboricultural constraints. Nevertheless, a comprehensive tree survey has been undertaken to assess the quality and value of the trees that do influence the proposed development. These are predominantly on the boundaries of the site. This survey serves to demonstrate that full consideration has been given to the appropriate integration of existing arboricultural features within the proposed development.

All trees recorded, including those within the relevant section of the public highway, have been objectively appraised in accordance with the guidance set out in BS5837:2012 – Trees in Relation to Design, Demolition and Construction – Recommendations. The assessment process has been iterative and guided by the presumption in favor of tree retention, as well as the best practice principles outlined in policy and published guidelines. The appraisal therefore considers the full hierarchy of arboricultural merit, encompassing both above- and below-ground components of trees and hedgerows. It also evaluates the direct and indirect impacts of the proposed design on tree health, structural condition, and long-term viability.

Response

The green infrastructure arrangement corresponds with the existing hedgerow arrangement including buffers to off-site woodland to the north. Impacts are therefore expected to be limited to short sections of hedgerow and occasional category C trees to enable inter-parcel connectivity and access from Park Lane to the south. The proportionately low number of mature trees with the boundaries and absence from the interior presents a development-enabled opportunity for species and structural enhancement and overall uplift in canopy cover.

Drainage and Flood Risk

Consideration

The Environment Agency's flood map for planning shows the site is located in Flood Zone 1, which is an area a low risk of flooding from fluvial or tidal sources. The surface water flood risk mapping shows small, isolated patches of surface water collection representative of topographical low points of the site and indicating a very low risk of flooding to the site from surface water.

It is anticipated that these localised accumulations of floodwater will inform the design when allocating SuDS features where feasible and designed out where land is allocated for structural/infrastructure development.

According to the British Geological Survey (BGS) online mapping, the bedrock geology at the site indicates the Thames Group (clay, silt and sand). Based on this geology, it is not envisaged that the site is susceptible to ground water flooding due to the underlying clay soils which forms a barrier to groundwater emergence at the surface.

The map of the Colchester study area which encapsulates the development site shows that it is not within the Colchester critical drainage area (CDA)

Response

As part of the surface water drainage strategy, the relevant statutory approving authorities and agencies will be consulted to inform the flood risk assessment to support a planning application.

The surface water strategy will support the wider landscape strategy creating visually pleasing blue/green corridors. The proposed SuDS strategy will provide a long-term solution including attenuation for the lifetime of the development and provide water quality treatment and restricted greenfield flow rates for offsite discharge into the existing ditches.

As part of the overall surface water management strategy, rainwater harvesting will be implemented within the development to help reduce potable demand. This strategy could be adopted as a sitewide community system or individual systems for each property. An overall rainwater harvesting system will need to be appraised at the RM stage to support the development for either of the options noted.

The Anglian Water response suggests that localise reinforcement may be required to provide potable water to the proposed development based on their assessment of the flow rate needed to support the development.

The Anglian Water response indicates that rainwater harvesting may be a key component in supporting this development by mitigating the high flow rate required to support the site by reducing potable demand.



Foul Water Drainage

Consideration

The Interim Colchester Water Recycle Study (2025) indicates that the Water recycling Centre (WRC) in Langham (Essex) does not have any permitted headroom based upon an occupancy rate of 2.1 and a consumption rate of 150l/h/d. The report recommends a reduction in consumption to a rate of 80 l/h/d per capita consumption (PCC) for allocated sites within this catchment.

Response

Mac Mic is aware of local concerns about foul water treatment capacity in Langham. It is committed to ensure this is satisfactorily addressed as part of the proposed development.

Mac Mic has consulted with Anglian Water. Its response confirms that the Langham (Essex) WRC “lacks the capacity to accommodate the additional flows that would be generated from the proposed development.” However, Anglian Water notes that it is committed to supporting sustainable growth and must continue to meet their statutory obligations through investment via their future business plans to bolster the network capacity if planning permission is granted to the development, albeit this may be in the long-term asset management plan (AMP) investment period.

In view of the Anglian Water response, on-site treatment is proposed prior to discharging foul water into the existing watercourse. It is anticipated that a 50m cordon sanitaire to minimise the impact of odors will be required as part of the installation process for the on-site treatment plant. Cordon sanitaire will be determined at a more detailed stage.

Archaeology

Consideration

An initial review of the Historic Environment Record (HER) data indicates that there is a known potential for remains of the former WWII Boxted Airfield runway, which was located in the site’s western area. The HER also records cropmarks of unknown date within the site’s western area. A number of further cropmarks are recorded within 1km from the site. The A12/Ipswich Road follows the route of a Roman Road.

A recent geophysical survey did not record any anomalies of definite archaeological origin, however, anomalies of uncertain origin were recorded which may be indicative of archaeological features.

Response

Based on the geophysical survey results it is anticipated that further archaeological investigations will have to take place at the site. These should be informed by an archaeological desk-based assessment and could in the first instance take the form of a trial trenching evaluation, the scope and timing of which will have to be agreed with the LPA’s archaeological advisor. Should the results warrant it, further investigations may subsequently be required.

Built heritage

Consideration

There are no built heritage assets located within the site boundary. To the immediate south of the site, on the south side of Park Lane, are the Grade II listed Park Farmhouse and Langham Oak Cottage. The Grade II listed Mantons is located immediately adjacent to the site's southeastern corner and the Grade II listed Floral Dene is located c.60m west of the site. Within the wider area are a number of other Grade II heritage assets at a greater distance.

Response

A heritage impact assessment will be required to assess potential impacts on listed buildings in the site's vicinity. A green edge comprising sustainable drainage systems, meadow planting and species rich landscapes is proposed along the site's southern boundary; development is thereby avoided and a green character sustained in proximity to Park Farmhouse, Langham Oak Cottage, Mantons and Floral Dene. Beyond the green edge, building heights, density, massing and character of the scheme should be guided by the local architecture and should take into consideration the Essex Design Guide.

Ecology

Consideration

The site predominantly offers limited opportunities for biodiversity due to the expansive areas of arable fields and ruderal scrub, both of which hold low ecological value. However, there are important ecological features along the boundaries and throughout the site, such as native hedgerows and tree lines, which could support protected and notable species. Developing an ecologically sensitive masterplan that avoids, preserves, and provides buffers and meaningful connections to key ecological features will require an understanding of how wildlife currently uses the site before development.

The potential impact of the proposed development on nearby designated conservation areas, particularly the Stour and Orwell Estuaries Special Protection Area (SPA), is also a crucial factor to consider.

Response

Additional ecological surveys are necessary to establish a comprehensive baseline for informing the masterplan. These will comprise surveys for bats and birds, with non-breeding (wintering) bird surveys currently underway and breeding bird surveys to follow. The masterplan will focus on preserving areas that are most likely to support biodiversity and will incorporate additional green infrastructure. These measures will create wildlife corridors within the development and maintain ecological connectivity across the site. The plan will also preserve key linear features and enhance connectivity between the site and neighbouring habitats. A carefully designed lighting strategy will ensure that these areas remain suitable for nocturnal wildlife.

Furthermore, to address the potential impact on the Stour and Orwell Estuaries SPA, a shadow Habitat Regulation Assessment (sHRA) will likely be required to assess appropriate mitigation measures and confirm that the development will not adversely affect the SPA.



Landscape

Considerations

The following appraisal has been informed by a desk-based review of the published evidence, including the Colchester Landscape Character Assessment (2024), alongside the relevant existing and emerging policy. This was accompanied by a winter site visit to ascertain the character of the landscape and its visual context.

The Site is comprised of large-scale arable fields which create a sense of openness, a characteristic which is reflected in the landscape to the south at the former Boxted Airfield. The fields of the Site are bound by hedgerows in varying states of management, creating a limited landscape framework for the Site's evolution.

The Site is positioned between the two settlement clusters of Langham Wick and Langham Moor. Despite physically and perceptually merging along School Road, a sense of separation remains between the two settlement areas along Park Lane. The Site contributes towards the setting of a number of listed buildings along Park Lane, which will need to be carefully considered in any emerging designs. Despite being set back from the Site boundary, views into the Site are available from first floor windows of properties along Wick Road and Moor Road.

The Site is in proximity to the Dedham Vale National Landscape, which is located approximately 0.55km east of the Site, at its nearest point. There is no intervisibility between the Site and the National Landscape due to the relatively flat local topography and the valley landscape of the Black Brook to the north, coupled with intervening buildings and vegetation around Langham. This was confirmed through winter site work, and demonstrated through the Zone of Theoretical Visibility analysis contained in the Landscape and Visual Technical Note appended to this Vision Document.

Development of this scale, does however, need to consider how it may impact upon other perceptual qualities of the National Landscape, including dark skies, and will need to have regard to the Dedham Vale Lighting Design Guide. The potential for additional vehicular movement on the network of lanes to the north of Langham will also need to be considered.

Draft policy PP37: Land north of Park Lane, Langham requires a layout that provides substantively more open space than the 10% benchmark. This should comprise at least one area of strategic open space which is central to the masterplan and naturally landscaped, as well as less formal and incidental open space. The draft policy also calls for screening comprising locally appropriate tree belts, hedgerows and/or woodland, as well as the delivery of grassland habitats.

Response

The scheme will require robust landscape-led design to sensitively introduce landscape features into a predominantly open and featureless landscape, not only to provide mitigation, but to enhance biodiversity and recreational interest. The existing landscape framework of boundary and internal hedgerows, as well as PRoW, should be retained and enhanced as part of landscape proposals. The introduction of hedgerow trees and in-landscape trees should be explored to help filter views of new development from surrounding properties. Where possible, the setting of listed buildings should be preserved by setting development back and introducing bespoke landscape treatments.

Development should be set back from the southern edge of the Site to allow for an open character along Park Lane to be retained and a transition between Langham in the north and the open countryside to the south. This will also help to preserve the setting of the airfield, which can form a placemaking cue within the south-west of the Site, as well as allowing for set backs from listed buildings.

The Proposed Development has the potential to provide enhancements to the existing Langham Recreation Ground to improve existing sporting facilities. The locating of a new strategic open space within the heart of the Site would form a continuation of the recreation ground and provide additional multifunctional open space for new and existing residents.

The introduction of additional landscape elements that are reflective of the surrounding landscape character should be explored. This could include the extension of existing woodland to the west of Langham Recreation Ground, as well as traditional orchards, hedgerows and allotments. The scheme should ensure that it is reflective of the surrounding architecture, including scale, massing, materials and character, with reference to the Essex Design Guide.



03.

**Emerging
Design**



Evolution

This section explains how the emerging masterplan concept has evolved to date through an iterative process of technical assessment, engagement with Colchester City Council (CCC) and Essex County Council (ECC), and a growing understanding of Langham's character and landscape context.

Early design work undertaken in the summer to autumn of 2025 established the site's development potential and identified the key spatial opportunities and constraints. These initial ideas were then tested with the councils through pre-application discussions in Autumn 2025, which provided clear guidance on settlement integration, school provision, open space, movement and infrastructure. Building on this feedback, the masterplan was refined during

Winter 2025/26, resulting in a more landscape-led, connected and character-driven design proposal. The following pages set out this evolution in two stages: Design Evolution One, summarising the pre-application discussions and their key implications, and Design Evolution Two, demonstrating how the emerging masterplan has responded positively to the issues raised.

Design Evolution One: Pre-application Discussions, Autumn 2025

Initial masterplanning work in 2025 developed an early spatial structure, first presented to Colchester City Council (as local planning authority) and Essex County Council (as local education authority) at pre-application meetings in Autumn 2025. These concepts established the site's capacity for approximately 900 homes, a broad land use strategy, and the principle of locating the primary school, local centre and central open space at the heart of the scheme. The emerging masterplan reflected local policy by providing a mix of homes, including affordable housing, alongside an option for a water-treatment facility, a mixed use local centre and a two form entry primary school positioned near the existing Village Shop, Community Centre and Recreation Ground. Approximately 36 percent of the site was proposed as green infrastructure, delivering high quality and publicly accessible open space, with additional provision for community orchards, allotments and both formal and informal play.



Framework Masterplan: Option 1. Not to scale. Aerial photograph: ©Google Earth



Framework Masterplan: Option 2. Not to scale. Aerial photograph: ©Google Earth

Key Outcomes of Pre-application Engagement

The Councils' feedback provided a clear set of expectations for a scheme of this scale, emphasising placemaking, strong landscape structure, village integration and sustainable movement. Across the pre-application responses, several themes strongly shaped the next stage of design development.

Settlement Structure and Identity

CCC stressed that a development of 900 homes must knit together the existing dispersed village, rather than overwrite it. They warned against creating a new "heart" that competes with the existing village and urged the masterplan to connect Langham Wick, Langham Moor and the village core, presenting the new neighbourhood as the "missing piece" that completes the village pattern.

Movement and Connectivity

CCC noted that the frameworks did not place enough emphasis on active travel connections, including north-south desire lines, gateways, and connections to adjacent development. They also advised that:

- Vehicle access points should disperse traffic, but must not create a through-route, except potentially for a bus connection.
- Active travel routes must form direct, legible and high-quality links to the village centre, school, shop and recreation ground.

Location and Form of the Primary School

ECC (Essex County Council) advised that a 1FE school would not be supported, and only a 2FE primary school (minimum 2ha) would meet long-term needs. They also stated:

- A car-free pedestrian space should align the school with the local centre.
- Secure school boundaries, ideally secured by the rear of homes.
- Alternative use of the existing primary school (e.g. early years) could be explored.

Open Space and Green Infrastructure

The draft allocation and the CCC's advice both emphasised a requirement for enhanced open space well above minimum policy standards. The Council welcomed:

- Wide, naturalistic green corridors around retained PRoWs.
- A set-back and softened southern edge to Park Lane.
- A strategic central open space with a clear purpose and identity.

They cautioned against co-locating all green spaces in one location and advised that open space should be distributed evenly and designed to support multiple functions (amenity, biodiversity, SuDS, recreation).

Heritage and Landscape Sensitivity

CCC noted that development of this scale would inherently alter the setting of nearby listed buildings, and required:

- A heritage-informed layout, with careful control of scale and edges.
- A naturalistic rural edge to Park Lane.

Drainage, Utilities and Water Recycling

CCC and statutory consultees highlighted that:

- Langham Water Recycling Centre has no available capacity; on-site treatment is likely required.
- SuDS must be above ground, multi-functional and integrated throughout the layout.

Education, Early Years and SEN Requirements

ECC confirmed:

- Development would generate 270 primary places, requiring 2FE provision.
- 56 early years places must be delivered on site.
- SEN support likely to be via financial contribution only.
- Local secondary schools are likely to have capacity to accommodate students from the development

Sustainability and Mobility

The Council emphasised the need for:

- A mobility hub incorporating shared mobility, car club spaces and integrated EV charging.
- A 20-minute neighbourhood approach and reduced parking in appropriate areas.

Coordination With Adjacent Sites

The Council noted the need to integrate with emerging development to the north and east, including:

- Potential connections to planning application 242422.

Design Evolution Two: Design Development, Winter 2025/26



In response to the pre-application feedback, the design team refined and restructured the masterplan during Winter 2025/26, resulting in the updated masterplan presented within this document. The updated plan addresses each of the issues identified and establishes a stronger landscape-led, village-integrating structure.

The revised masterplan concept will be shared with the City Council to respond to consultation on the Regulation 18 Preferred Options Local Plan to inform the remaining phases of Local Plan preparation. It will also be used as a basis for further engagement with local stakeholders. It is likely to evolve further as a consequence before it is finalised.

Key Changes Introduced in Evolution Two

The pre-application masterplan demonstrated approximately 900 units at a density of around 39 dph. To ensure a character more in keeping with the village setting, in conjunction with efficiently using the land available, a reduced density of around 35dph is proposed, delivering approximately 800 homes.

A Stronger Landscape-Led Structure

- A clear north–south green spine now anchors the masterplan, linking the recreation ground to Park Lane.
- Existing PROWs are retained within broad, naturalistic green corridors with development fronting onto them.
- The southern boundary along Park Lane is now set further back, introducing a planted rural buffer in line with the Council’s guidance.

Reinforcing Village Integration

The masterplan now creates multiple gateway and active travel connections to the existing village:

- Two at the southeast and southwest corners of the site, connecting to Park Lane for active travel.
- Four along the northern boundary, connecting to Langham Community Centre, School Road and Wick Road.
- A central northern gateway, providing a direct link to the recreation ground and village shop.

The internal movement structure now places far stronger emphasis on connecting new neighbourhoods to the existing village, rather than turning inward.

A system of landscape and built character areas (see the character areas section of this document) has been developed to show how the proposed development will complement and integrate with the settlement’s existing character and help to maintain a village feel.

Re-positioning the School for a Car-free Setting

Different arrangements for the primary school have been explored, including an option that provides greater security through new homes forming the majority of the school’s boundaries.

Improved Open Space Strategy

Open spaces are now more evenly distributed, avoiding the clustering of all facilities in one location.

This includes a heritage park, numerous pocket parks, and the reshaping of the central open space to create a multifunctional linear green space that provides separation between village clusters and is capable of accommodating sport, play, community events and naturalistic landscapes, including SuDS features.

Heritage-Sensitive Edges

Strategic for building heights, density and character (see the character areas section of this document) have been developed along Park Lane, Moor Road and Wick Road to minimise impact on adjacent listed buildings.

Movement Network Rationalisation

- Vehicular connections are deliberately filtered, with the potential to prevent a full through-route across the site for private vehicles.
- Opportunities for a future bus route remain, with the potential for bus gates, if required.
- Active travel routes now provide direct, legible links to the surrounding settlement.

Sustainability and Mobility Enhancements

- Opportunities for explore two mobility hubs are now incorporated: one near the school and another at could include improvements to Langham Community Centre.
- EV charging, car club spaces and micro-mobility infrastructure are integrated into these hubs.

Responding to Drainage and WRC Constraints

- Work has begun on locating an on-site Water Recycling Centre solution, in line with Council advice.

Coordination With Adjacent Sites

- The framework now explores potential future connections to development north of School Road and east of Wick Road.

Evolution: Next steps

Ongoing engagement with key stakeholders, including the local community and Parish Council, will further refine the proposals and help deliver meaningful community benefits and a sustainable extension to Langham.



Vision

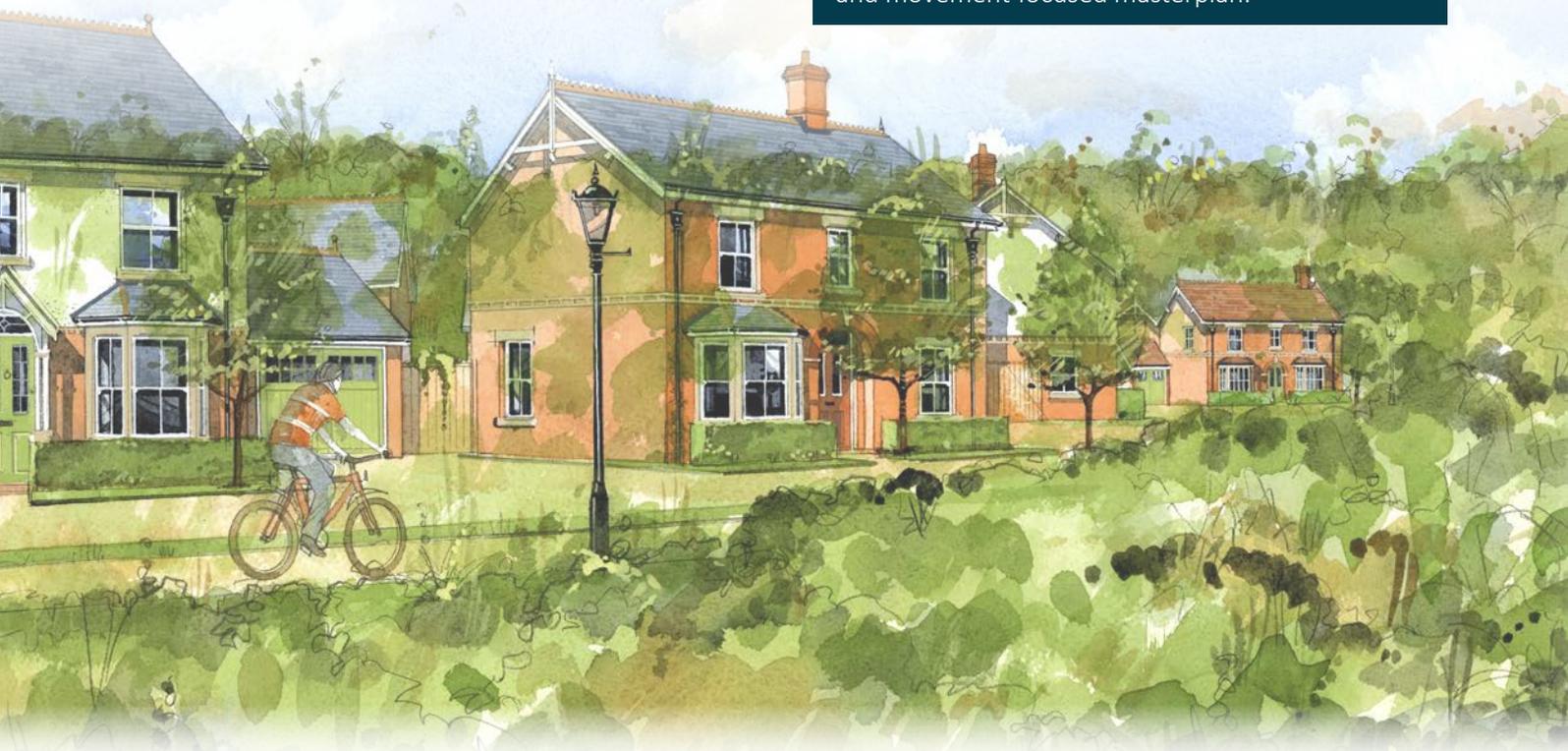
Land North of Park Lane will deliver a sustainable, inclusive and landscape-led neighbourhood that complements the distinctive character of Langham while helping to meet the long-term needs of residents and Colchester City Council (CCC).

The vision places our commitment to community engagement at its heart, recognising the importance of Langham’s identity, its settlement pattern, and the strong desire expressed through Langham Parish Council’s (LPC) Langham900 campaign for development that feels authentically part of the village rather than separate from it.

Our aim is to create a place where people of all ages can thrive in a high-quality living environment shaped by green spaces, walkable streets and a strong relationship with the surrounding landscape. The emerging masterplan responds directly to Langham900 community feedback and CCC’s pre-application advice. It enhances the liveability of Langham and provides a structure that strengthens connections between Langham Wick, Langham Moor and the village core, while maintaining meaningful separation and a distinctly village character.

As the proposals evolve, the project team will work with residents and the Parish Council to explore opportunities for new and improved community facilities. These may include a café or social hub, mobility hubs, medical/dental facilities, early-years provision, public toilets, allotments, additional play and youth spaces, and a bus shelter on Wick Road. Such facilities may be delivered onsite, through targeted investment in existing village assets such as the Recreation Ground or Langham Community Centre, or through a combination of both approaches, depending on local preference and technical feasibility.

The Vision also acknowledges infrastructure pressures identified by the community, relating to water and electricity capacity, drainage, School Road congestion, parking, and the A12 corridor, and seeks to support a coordinated approach to long-term improvements through a landscape-led and movement-focused masterplan.



The following pages illustrate how our vision for Land North of Park Lane aligns with the themes of the Preferred Options Local Plan and responds to the issues highlighted by Langham Parish Council

Key Themes and Benefits



1. A Village Feel and Community Infrastructure to Enhance the Village's Liveability

Homes will reflect Langham's character, with proposed character areas designed to integrate sensitively. A mix of around 800 homes will be provided to meet a range of needs, including accessible and downsizing options to support Langham's ageing population and address high levels of under-occupancy identified through the Needs Assessment.

Through engagement with the community, the project team will explore delivering the facilities identified through the Parish's research, such as mobility hubs, a café or meeting space, flexible rooms for community use, early years provision, medical/dental facilities, public toilets, workspace to support local enterprise and a new two-form entry primary school.

These facilities may be delivered onsite within the new neighbourhood, provided offsite through investment in the Recreation Ground or Langham Community Centre, or created through a combination of both approaches. The preferred strategy will be shaped by community preference and technical feasibility.



2. A Landscape-Led and Environmentally Responsible Neighbourhood

The masterplan is organised around a strong green infrastructure framework, including a north-south green spine, enhanced hedgerows, new woodland planting and naturalistic open spaces. Public rights of way are retained within generous landscape corridors to preserve rural character and strengthen connections to the surrounding countryside.

Sustainable Drainage Systems will enhance biodiversity, improve climate resilience and help address local concerns about drainage and surface water management. Opportunities for community orchards, allotments and habitat creation will be explored with residents, supporting environmental stewardship and local food production in response to the interest expressed through Parish Council engagement with the community.





3. Enhancing Green Networks, Recreation and Wellbeing

The development will provide a network of high-quality green spaces, including a heritage park, neighbourhood and pocket greens and a naturalistic and multifunctional central green parkland capable of hosting sport, play, community events and naturalistic landscapes.

The project team will work with the Parish Council to explore whether improvements to recreation facilities, such as enhanced sports provision, youth activity areas and additional play, are best delivered onsite or through investment in existing village assets such as the Recreation Ground.

All homes will be within a short walk of publicly accessible green space and offer excellent links to the wider countryside.



4. Supporting Local Identity, Heritage and Rural Character

The masterplan seeks to reinforce Langham's identity by respecting its built form, landscape character and settlement pattern, and by acknowledging the historical significance of Boxted Airfield through dedicated character areas and the creation of a heritage park.

The proposals will retain meaningful separation between existing settlement clusters, ensuring that Langham continues to read as a dispersed rural parish rather than a continuous built-up area.

Where appropriate, existing footpaths and bridleways will be enhanced to improve recreational links between the village and the surrounding countryside.



5. Connected, Walkable and Sustainable

The project team will explore options for public transport enhancements, such as improved bus services, upgrades to surrounding bus stops and measures to improve pedestrian safety, in collaboration with local residents.

The Land North of Park Lane will encourage healthy and sustainable modes of travel with strong links to the wider village. It will be highly walkable and will support cycling through a network of green corridors, active-travel routes and new connections that integrate the development into the heart of the village and wider landscape, promoting health and wellbeing.

The masterplan supports opportunities for mobility hubs, electric vehicle charging, car club spaces and improved cycle infrastructure, aligning with best practice for sustainable travel and reflecting community aspirations for safer routes and reduced reliance on private cars.



A Vision Rooted in Community Partnership

The vision for Land North of Park Lane is grounded in a commitment to ongoing dialogue with Langham's residents, Parish Council, CCC and ECC. The masterplan creates the framework and space for new facilities and green spaces, but their final form and location will be shaped collaboratively with the community.

By listening closely to the issues raised, through the Parish Council, the Community Needs Assessment and the Langham900 campaign, the project team aims to deliver a neighbourhood that not only meets future needs but strengthens the qualities that make Langham special today.



Framework Masterplan

Around 800 homes are proposed at a development density that maintains a village feel. The masterplan opportunities have been shaped by a pre-application discussion with the Council and a detailed understanding of the site's characteristics, its wider landscape setting, and village character. Ongoing engagement with key stakeholders, including the local community and Parish Council, will further refine the proposals and help deliver meaningful community benefits and a sustainable extension to Langham.



Open space: Opportunity to provide around 38 percent multifunctional and biodiverse open space and green infrastructure, including a central community park that maintains the settlement gap between Langham Wick and Langham Moor.



Community Infrastructure: Opportunity to explore improvements to the Langham Community Centre and/or the provision of a new mixed-use local centre, mobility hub, and a two-form entry primary school.



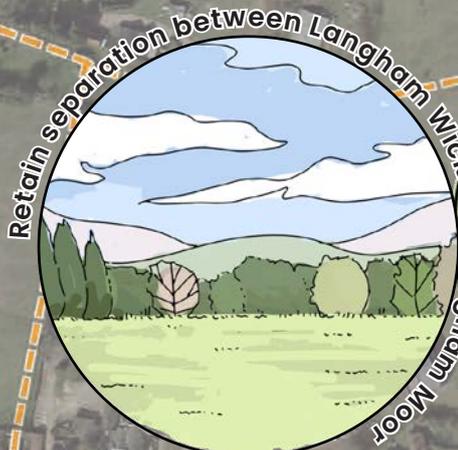
Celebrate heritage: Explore the opportunity to celebrate the former RAF Boxted runway as a gateway heritage park. Nearby listed buildings will be respected through appropriate settings, complementary materials, and a sympathetic building vernacular.

-  Sustainable drainage system including swales
-  Gateway: Pedestrian and/or cycle connection point
-  Potential mixed-use local centre/mobility hub, if required
-  Public right of way (that could form part of a circular trim trail)
-  Active travel routes
-  Potential bus route to be explored
-  Shared foot and cycle route

Land North of Park Lane, Langham January 2026



UNIVERSITY



Retain separation between Langham Wick and Langham Moor

LANDSCAPES FOR ALL:



Growing, play and nature
Allotments and community orchards
Formal and informal play

NATIONAL CYCLE ROUTE 1

School Road

Opportunity to explore improvements to Langham Community Centre through S106 agreements

Langham Recreation Ground and Play Park

Water treatment facility

Potential two-form entry primary school location

High quality landscapes

Destination Play

Foot and cycle links

Bus only route

Green corridors

Wick Road

POSSIBLE LOCAL MOBILITY HUB BY SCHOOL

Create a setting for nearby listed buildings

Park Lane



Opportunity to explore a new mixed-use local centre and/or mobility hub, if required, co-located with a new two-form entry primary school accessible by foot and cycle via enhanced public rights of way.

SUSTAINABLE DRAINAGE AND HABITAT CREATION



Knitting Into The Village: Active Travel

Vehicular Access

The development is proposed to be served by two primary vehicular access points from Park Lane and an additional access from School Road, creating a distributed and legible movement network.

- Park Lane (west) will serve the western development only.
- Park Lane (east) and School Road will serve the eastern development only.

This strategy will help maintain a clear and deliberate separation between Langham Wick and Langham Moor.

Pedestrian and Cycle movement

Walking and cycling is intended to form the backbone of the internal movement network, with clear, direct routes connecting all residential areas to the primary school, mixed-use local centre and mobility hub. New cycle links will facilitate onward connections to NCR 1 to the west and north.

Retained PRoWs will be retained and set within green corridors to create attractive, safe, and traffic-free active travel routes.

Streets will be designed to prioritise people, with low-vehicle speeds, footways, and secure cycle parking at key locations including the school, local centre and mobility hub.

Public Transport

Public transport will be enhanced by exploring opportunities to re-route an existing bus service through the development, linking the east and west via the designated bus-only corridor. This arrangement will place the majority of homes within comfortable walking distance of a high-quality bus stop and provide direct access to the school, local centre, and mobility hub.

The mobility hub will act as a focal point for multimodal travel, and will explore facilities such as cycle parking, e-bike and EV charging, car club spaces and travel information, all of which support bus use and reduce reliance on the private car.



Active Travel Diagram. Not to scale. Aerial photograph: ©Google Earth

- Site boundary
- National Cycle Route: 1
- Gateway: Pedestrian and/or cycle connection point
- ★ Potential mixed-use local centre/mobility hub, if required
- ★ Opportunity to explore improvements to Langham Community Centre through S106 agreements
- Public right of way (that could form part of a circular trim trail)
- Active travel routes
- Potential bus route to be explored
- Potential bus only route to be explored



Knitting Into The Village: Commitment To Design Quality

A ‘character area’ approach has been adopted for residential development areas to ensure proposals respond to local context while being engaging and varied.

The residential character areas are designed to respond to the immediate local context at their position within the masterplan. They contribute to creating a sense of place and a cohesive development that is visually and functionally integrated with its surroundings. These street areas are determined by various placemaking tools, including density, building types, architectural treatment, materials

and landscape. This section explores the diverse yet cohesive range of character areas that could come forward to add to Langham's mixed and distinctive character. The ideas are presented as a basis for further engagement as the masterplan progresses to the next stage, subject to the outcomes of further engagement.



Character area plan. Not to scale. Mapping source © Google Earth

- | | | |
|--|---|---|
|  Site boundary |  Village Streets |  Green Lanes |
|  Boxted Gateway |  Langham Greenways |  Park Lane Hub |
|  Village Avenue |  Parkland Views | |

Overarching urban design principles

The purpose of the overarching design principles outlined in the following pages is to promote good design throughout the development of Land North of Park Lane. These principles will be applicable to both character areas and will help ensure that the development is cohesive, functional and visually appealing. They will guide decision-making in all aspects of the development including layout, architecture, materials and landscaping. Adhering to these principles will result in a development of high-quality design that is in keeping with the character of the area.



Block Structure

The arrangement and organisation of blocks within the development should promote positive building frontages onto all streets and spaces, provide defensible space at the front of dwellings units and for all ground floor apartments, flats, and maisonettes establish clear and appropriate boundaries between private and public areas and avoid blank facades facing public spaces and streets.



Treatment of the Public Realm

The public realm within Land North of Park Lane should be designed with a cohesive, varied and high-quality material palette. The street widths and design should support the street hierarchy, promoting legibility and creating a sense of place. Public spaces must be accessible and inclusive for all users, providing opportunities for socialisation and leisure. The design will be carefully crafted with safety in mind, promoting walking and cycling as sustainable modes of transportation.



Permeability

The design of streets, routes, and pathways within Land North of Park Lane should aim to follow desire lines and provide clear and obvious access to key destinations such as green spaces, plays area, and the early years and childcare centre. The routes should be designed to create safe, secure and inclusive environments, utilising natural surveillance and appropriate lighting.



Street Trees

Land North of Park Lane will incorporate street trees where appropriate within the proposals. This will include a more regular pattern of tree planting to define key routes/public realm, and irregular planting along minor streets.



Building Design

All buildings within Land North of Park Lane should be of good design and reflect their location within the masterplan. Building materials should reflect the local vernacular with landmark buildings providing legibility through additional architectural and visual interest. Community buildings, including the Mixed-Use Local Centre, should reflect their social importance and status and be flexible and robust to suit a range of end users. All buildings should be sustainable, designed with inclusivity in mind and well-serviced with excellent digital provision.



Flat Design

All flats within the development should be designed with a dual aspect. Communal spaces will be provided to the same quality and protection as a dwelling house. Additionally, small, secure and well-landscaped car parks will be provided for residents.



Tenure, design and layout inclusivity

The development does not differentiate between different types of housing tenure in terms of design, layout, or architectural style. Additionally, parking provision and amenity standards are consistent across all housing types within the development.



Parking

The provision of parking at Land North of Park Lane should be conveniently located for all residents and visitors and assimilate with the street scene through suitable visual mitigation such as planting. Parking provision and arrangement should prevent ad-hoc parking and offer a range of parking typologies and solutions including on-street, on-plot and within secure, private, allocated parking courts.



Village Avenue

The Village Avenue would form a key active travel artery, featuring a tree-lined street with verges, a safe and attractive off-road combined pedestrian and cycle path, and a diverse mix of starter homes through to family homes.



Village Avenue character area. Not to scale



Building typologies

The Village Avenue would consist of linked terraced houses in short runs, maisonettes, flats and semi-detached houses, with opportunity for semi-detached and detached houses on corners.



Building heights

Up to two and a half storeys





Building density

This character area would feature medium to higher densities.



Building lines

A formal and consistent building line with minimal variation is proposed. The emphasis will be on rhythm and repetition with subtle changes in architecture.



Materials and colour

A variety of brick colours (red/brown and buff), render, and occasional timber detailing. There will be a mix of red/brown or black/grey roof tiles.



Street Design

The street design could feature planted verges including trees and hedgerow, a combined pedestrian and cycle path on one side of the carriageway and a footway on the other.



Boundary treatments and setbacks

Front gardens would generally be small to medium in size. They will be characterised by soft planted areas, with a predominance hedge boundaries where possible to reinforce Langham's village feel.



Parking arrangements

Parking would be primarily located on plot, with some use of front of plot parking, and some rear parking courts associated with FOG arrangements. Discreet street parking for visitors will be set within the streetscape. Any garages to be recessed slightly behind the building line.



Planting strategy

Planting within the Village Avenue would be more formal in character. Formal shrubs, clipped native single-species hedges and uniform avenue tree planting will promote a cohesive character, helping to create a sense of order and continuity, enhancing the overall experience of the space and for both residents and visitors.



Village Streets

Village Streets would be peaceful, family-friendly streets comprised of beautifully landscaped pedestrian and cycle-friendly streets and spaces inspired by the qualities of Langham.

These areas will be thoughtfully designed to encourage residents to walk and cycle from their doorstep, gather, socialise, and foster a sense of community, promoting health and wellbeing.



Village Streets character area. Not to scale



Building typologies

Predominantly consisting of semi-detached with some terracing in short runs, with some maisonettes.



Building heights

Predominantly two storey with some two and a half storeys buildings.





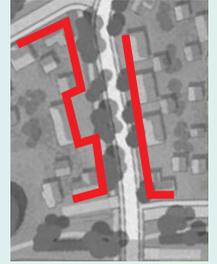
Building density

Comparatively, this area would feature medium densities relative to other areas.



Building lines

Some staggered building lines will allow for a variety of building and parking typologies, creating a more informal character along these minor streets.



Materials and colour

These areas would typically exhibit red/brown brick facades. Change in material at key locations could include timber boarding, or render. Roofs will be red/brown or black/grey tiles



Street Design

The street design predominantly feature shared surface streets, with street tree planting wherever feasible to create a leafy feel.



Boundary treatments and setbacks

Front gardens would generally be small to medium in size. They will be characterised by soft planted areas, and vegetated boundaries wherever possible, informed by the boundary treatments seen along Moor Road and Wick Road.



Parking arrangements

Parking would primarily be a mixture of on-plot driveways between units and some frontage parking arranged in short runs.



Planting strategy

The planting strategy for the Village Streets would showcase a more informal approach, through naturalistic shrubs, perennial planting, wildflower verges and street trees of low water demand. This approach aims to create an informal planting scheme, complemented by strategically placed street tree planting interspersed throughout the character area.



Langham Greenways

The residents of the Greenways would enjoy spectacular views of the internal network of biodiverse and multi-functional green corridors and neighbourhood spaces.

These areas enjoy views of a mixture of informal tree-planting, hedgerows and multi-functional public open spaces, including sustainable drainage features, picturesque paths, cycle routes, and children’s play areas. These residential street character areas provide residents with a serene and peaceful environment to call home.



Langham Greenways character area. Not to scale

Where greenways follow the route of existing Public Rights of Way, pedestrian-only routes would be maintained along the PRoW and utilise informal surface treatments such as self-binding gravel to help partly retain a rural experience for footpath users. Active travel and cycle routes will be provided away from the PRoW.



Building typologies

A mixture of semi-detached, maisonettes, detached homes and some terracing.



Building heights

Predominantly two storey with two and a half storeys at key locations to help provide variation in the street scene.





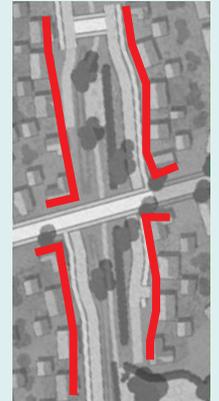
Building density

This area will feature medium densities compared to other areas of the site.



Building lines

A slightly more formal character is featured, incorporating a consistent building line with minimal variation in setbacks and orientation. However, in general, building alignments run parallel to the street.



Materials and colour

A mixture of materials, including red/brown brick, and some render or black timber boarding. Additionally, there will be a mix of red/brown or black/grey roof tiles.



Street Design

The street design would predominantly feature lower-category single-sided streets or shared surfaces. Tree planting will be incorporated wherever feasible.



Boundary treatments and setbacks

Front gardens would be characterised by soft planted areas, with some featuring hedge boundaries wherever possible.



Parking arrangements

Parking would be primarily located

on plot, with some use of rear parking courts associated with FOG arrangements. Any garages to be recessed behind the building line. Frontage parking should be limited.



Planting strategy

Existing structural vegetation within the Langham Greenways, including hedgerows, would be retained and enhanced through additional native planting to improve their condition and diversity. Native tree planting, including hedgerow trees, would be introduced to provide additional landscape structure and attractive outlooks for homes. The introduction of naturalistic swales within the greenways would further improve the character and diversity of these spaces, forming important movement corridors for people and wildlife alike.



Parkland Views

The residents of Parkland Views would enjoy vistas of the linear biodiverse, multi-functional open space, green corridors and tree planting.

This area will provide an opportunity for existing and new residents of Langham to meet and enjoy multi-functional and naturalistically designed public open space.



Parkland Views character area. Not to scale

The parkland includes opportunities for sustainable drainage features, a network of winding picturesque paths, cycle routes, a play area, and informal children’s play. It provides residents with a serene and peaceful environment to reconnect with nature and call home. The predominantly family-oriented homes proposed here will reflect nature through their use of materials and colour palette.



Building typologies

A mixture of linked frontages, maisonettes, semi-detached and detached homes.



Building heights

Up to two and a half storeys





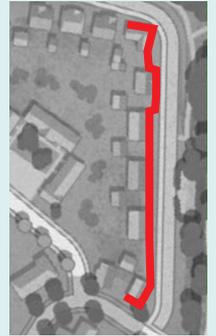
Building density

Medium to slightly higher densities in comparison to other areas of the site



Building lines

A slightly more informal character is created through comparatively greater spacing between buildings and a staggered building line. However, building alignments generally run parallel to the street.



Materials and colour

Emphasis on natural colours and materials including timber boarding and either red/brown brick with contrasting brick detailing.



Street Design

The street design would predominantly feature lower-category single-sided streets or shared surfaces, as well as homes with no streets to the front. Tree planting will be incorporated wherever feasible.



Boundary treatments and setbacks

Front gardens would be characterised by soft planted areas, some low estate railing, with hedge boundaries where possible.



Parking arrangements

Parking would be primarily located on plot, with discreet street parking for visitors set within the landscaping. Any garages to be recessed slightly behind the building line.



Planting strategy

Planting would reflect this street character area's relationship with the central area of naturalistic parkland, establishing a verdant view for the properties that front onto this. Where possible, native hedge species present in the local landscape will be introduced within the plot frontages to create a harmonious relationship with the adjacent open spaces.



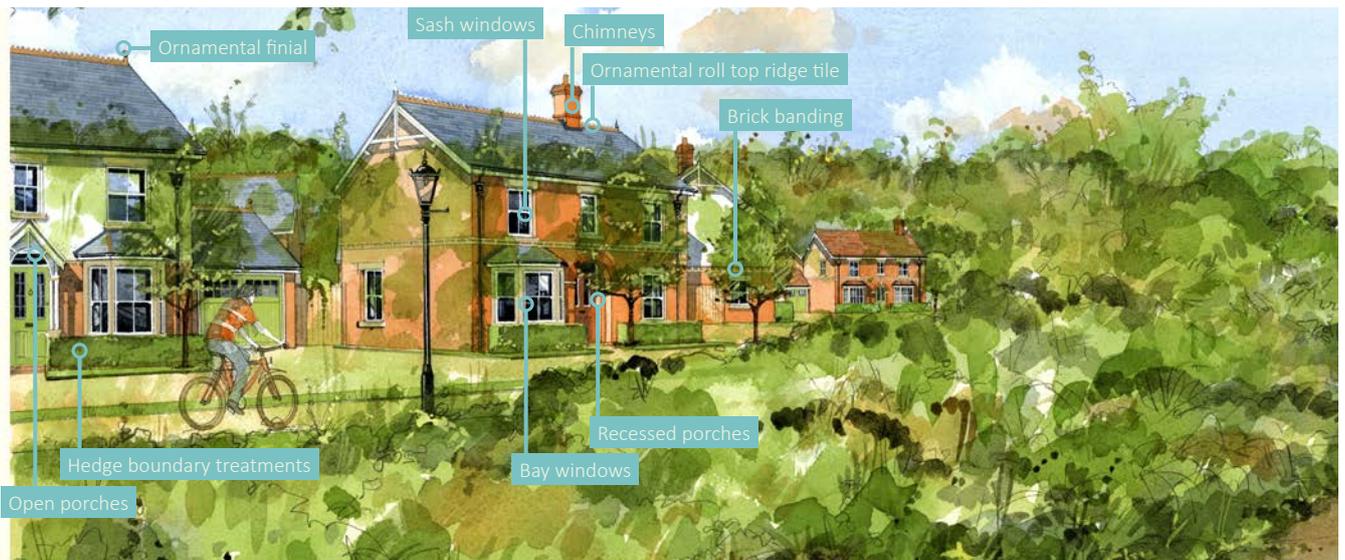
Green Lanes

Residents of Green Lanes would enjoy views of a naturalistically planted green corridors, and wetland habitats.

It is envisioned that these areas are the most tranquil area North of Park Lane, echoing the transition to the countryside to the south. Green Lanes provide residents with a serene and peaceful environment to reconnect with nature and call home. These spaces will include multifunctional open space, sustainable drainage and a network of footpaths for both new and existing residents of Langham.



Green Lanes character area. Not to scale



Building typologies

Predominantly would consist of detached, semi-detached houses and some terracing.



Building heights

Building heights of up to two storeys





Building density

This area would feature the lowest density compared to the rest of the site.



Building lines

A slightly more formal character is featured, incorporating a consistent building line with minimal variation in setbacks and orientation. However, in general, building alignments run parallel to the street.



Materials and colour

Emphasis on natural colours and materials including timber boarding and either red/brown brick with contrasting brick detailing. Some render can feature.



Street Design

The street design would feature a predominantly single-sided shared-surface lane with tree planting, where possible.



Boundary treatments and setbacks

Front gardens would be more generous in size. They will be characterised by soft planted areas, and hedge boundaries, softening the interface between built and



Parking arrangements

Parking would be primarily located on plot, with discreet street parking for visitors set within the landscaping. Any garages to be recessed slightly behind the building line.



Planting strategy

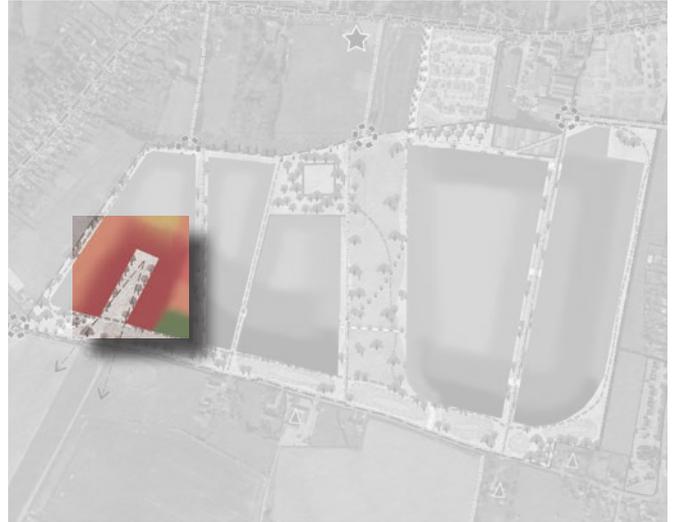
Planting would reflect this street character area's close relationship with the perimeter green corridor and wetland habitat, establishing a verdant view for the properties and creating a soft transition to the countryside. Where possible, native hedge species present in the local landscape will be introduced within the plot frontages to create a harmonious relationship with the adjacent open spaces.



Boxted Gateway

Boxted Gateway could serve as a gateway that celebrates the historic context of the former RAF Boxted

This character area features a striking geometric landscape inspired by the former RAF Boxted runway, which will become a heritage park, welcoming visitors to the Land North of Park Lane. Formal planting will reinforce this distinctive character, while heritage boards and sensitively designed children’s play elements will commemorate Langham’s historic association with the Royal Air Force.



Boxted Gateway character area. Not to scale



Building typologies

Predominantly terraces with opportunity to include maisonettes and some detached homes.



Building heights

Up to two and a half storeys





Building density

This area would feature medium densities compared to other areas of the site.



Building lines

A more formal character is featured, incorporating a consistent building line with minimal variation in setbacks and orientation. However, in general, building alignments run parallel to the street.



Materials and colour

A predominance of red/brown brick. Roofs will include red/brown or black grey tiles.



Street Design

The street design would predominantly feature single-sided streets or shared surfaces. The street will include pedestrian and cycle path on one side of the carriageway and a footway on the other. Tree planting will be incorporated wherever feasible.



Boundary treatments and setbacks

Front gardens would be more narrow in size and characterised by soft planted areas. Hedgerow boundaries will feature where possible similar to that seen across Langham.



Parking arrangements

Parking would be primarily located

on plot, with some use of rear parking courts associated with FOG arrangements. Any garages to be recessed behind the building line. Frontage parking should be limited.



Planting strategy

Planting would be more formal in character. Formal shrubs, clipped native single-species hedges and uniform avenue tree planting will promote a cohesive character, helping to create a sense of order and continuity, enhancing the overall experience of the space for both residents and visitors.



Park Lane Hub

The mixed-use local centre would be the beating heart of the neighbourhood, co-located with a new two-form entry primary school.

Park Lane Hub will offer new facilities including a mobility hub, to compliment those existing in Langham. The proposals could deliver employment opportunities, community facilities, and convenience shopping provision in an accessible location. The exact location and uses are to be determined though ongoing discussions with stakeholders and the community to ensure they complement the existing facilities, but they could include remote-working spaces, a local shop, and a café.



Park Lane Hub character area. Not to scale



Building typologies

Mixed-use buildings with community-focused uses predominantly at lower floors, with apartments above.



Building heights

Up to two and a half storeys in heights, to help create a sense of place as an important location within the placemaking hierarchy.





Building density

This area will feature the highest densities in comparison to the other character areas.



Building lines

A formal and consistent building line with some variation. Emphasis on rhythm and repetition to create a strong sense of continuity.



Materials and colour

A mixture of materials, including red/brown brick, render, and some black timber boarding. Additionally, there will be a mix of red/brown or black/grey roof tiles.



Street Design

Final street design will be subject to any future applications, however street tree planting will feature wherever possible.



Boundary treatments and setbacks

Narrow front gardens boundaries would be in the form of low rise brick walls and hedgerow planting.



Parking arrangements

Parking would be primarily be in the form of courtyard parking with planting to help break up hard landscaping.



Planting strategy

The character area would provide a semi-formal planting strategy, featuring managed low hedges and a parkland tree arrangement. The low hedges serve to delineate spaces, provide a sense of enclosure, and contribute to the area's aesthetics. The semi-formal planting approach aims to bring some of the naturalistic character of the wider landscape and nature park in the south into the heart of the development.



Knitting Into The Village: Landscape Character Areas

The emerging landscape strategy for the proposed development is driven by the surrounding landscape character, seeking to protect, enhance and create locally distinctive features, respond to the village's rural setting, and celebrate its heritage. The Site has/Site's landscapes have been divided into four landscape character areas to ensure a diversity of open spaces, habitats, functions and experiences is provided across the scheme.

The development draws on recommendations made within the Colchester Landscape Character Assessment (2024) for the Langham Farmland Plateau, including the following:

- Seek to prevent further loss or decline in the quality of remaining boundary hedgerows and encourage their restoration / reinstatement using species appropriate to the local character and climatic conditions.
- Conserve and enhance the existing traditional orchards and seek to reintroduce them more widely within the landscape.
- Avoid visually intrusive and incongruous development within the area.
- Conserve the local distinctiveness of historic buildings and their rural setting.
- Ensure that new development responds to historic settlement pattern and uses materials which are appropriate to local landscape character including the local vernacular of weatherboarding and brick.
- Maintain and enhance the character of the local straight roads. Resist unsympathetic highway improvement that would threaten their rural character.
- Encourage the integration of development into the landscape through the use of locally appropriate tree belts, hedgerows and woodlands to reflect and reinforce rural character.

	Site boundary		Park Lane Countryside Edge
	Langham View		Langham Garden
	Boxted Park		





Langham View

Reflective of the strong north-south geometry found across the Site and the wider village of Langham, Langham View would provide a strategic green space within the heart of the village, connecting with existing green spaces to form a new multifunctional parkland.

Langham View would provide a new strategic open space for the village of Langham. Formed along a north-south axis, it will allow for longer views south, helping to retain visual links with the wider countryside. The space will be multifunctional, providing ecological, environmental and social benefits. It will form an extension to the existing Recreation Ground which provides sports facilities for the village and the wider area. The development provides the opportunity to enhance these facilities, alongside creating a parkland extension for wider play and outdoor recreation. Its location within the heart of the development and adjacent to existing facilities means it will be readily accessible to both new and existing residents.

This character area would form a new parkland space, reflective of the areas of parkland which are characteristic of the wider landscape to the east. This will include the sensitive introduction of structural planting, including locally characteristic tree belts and hedgerows, as well as extending the existing woodland block into the Site to allow for the careful assimilation of the water treatment facility.

Key landscape design principles for Langham View could include:

- Sensitive introduction of structural planting**
 In line with the Colchester Landscape Character Assessment, Langham View would explore the sensitive introduction of locally appropriate tree belts, hedgerows and woodland. This will include an extension to the existing woodland to the south of Holly House, which would also enclose and screen the proposed water treatment facility.
- Retain the existing hedgerow and PRoW along the western side of the space**
 An existing hedgerow and PRoW would form the western edge of the space. The hedgerow would be retained and enhanced to form a physical edge to the western development parcel. New leisure routes would be provided through the space to allow for continued movement and enjoyment of the Site's green spaces by residents.
- Longer views south towards Countryside Edge**
 Alongside introducing structural planting, the retention of some longer views south which are framed by structural vegetation should be explored to retain visual links with the wider countryside, reinforcing the village's relationship with surrounding agricultural land.



Houses fronting onto multifunctional, linear space

Land North of Park Lane, Langham January 2026



Expansion of existing woodland block into the Site

- **Parkland character**

The introduction of tree groups and varied grassland should be explored, reflective of the areas of parkland found within the wider landscape to the east of Langham.

- **Play for all**

Langham View could provide a new strategic play space which encourages adventurous, social and creative play within nature. It would cater for all ages and abilities, including teenagers, building in opportunities for risk and challenge, as well as social gathering. Opportunities for incorporating activities for older generations could also be explored, such as tables tennis, petanque and outdoor chess tables, alongside sociable seating. This space will be centrally located within the masterplan, allowing for everyone in Langham to be within 1,000m of the new NEAP.

- **Multifunctional**

The space must be designed to be multifunctional, providing a range of activities and experiences. The space should be designed for people of all abilities and ages, and should be characterised by a variety of planting typologies, including naturalistic and ornamental planting.

- **Designed for people**

The space must be designed with people in mind, ensuring it is well overlooked by high quality built form, creating natural surveillance. Where the bus-only route crosses the space, priority should be given to pedestrians and cyclists. The space will also provide areas suitable for dog walking, allowing for the more sensitive habitats along the southern edge of the Site to be left relatively undisturbed.



Play for all ages set within attractive planting



Off-road recreation routes encourage healthy lifestyles



Adventurous play areas set within ample open space



Activities and play for all ages, overlooked by homes



Creative use of grassland habitats and native planting



Boxted Park

Boxted Park would reinstate part of the former airstrip at Boxted Airfield to create a new linear park which celebrates the history of the airfield and incorporates the RAF Boxted Memorial into the village.

The geometry of the former airstrip at Boxted Airfield could be reflected in the form of the south-western corner of the Site. A linear park could be created along the extent of the former airstrip, preserving and celebrating the feature within the development. The space would have a strong relationship with the surrounding high quality built form, which will overlook the space and complement its linear form.

Boxted Park would be more formal in character compared to the adjacent Countryside Edge. The use of avenues will accentuate the linearity of the space, whilst also focussing views south and towards the airfield, allowing for the open character of the former airfield and wide skies above it to be appreciated. Opportunities to better incorporate the RAF Boxted Memorial as part of the village would be explored as part of the space. The heritage of the airfield will be celebrated through place names, interpretation boards, public art and aviation themed play spaces.

Key landscape design principles for Boxted Park could include:

- Reinforce linearity**
 Utilise linear planting and avenues to reinforce the linearity of the space, focussing views southwards and towards the airfield. Ensure adjacent built form complements the space, with high-quality focal buildings located at the end of the airstrip.
- Embrace heritage**
 Embrace the history of the airfield through place names and interpretation boards. Explore the potential for a heritage trail to form part of the wider trim trail network. Public art and play equipment could be aviation themed to reinforce sense of place.
- Integrate the Boxted Memorial**
 Explore options to better integrate the RAF Boxted Memorial into the village by incorporating it as part of the wider Boxted Park. Explore options to open up views and access to the memorial.
- Retain longer views**
 Embrace a more open character within the south of Boxted Park to reflect the openness of the adjacent airfield and to allow for longer views along the airstrip park.
- Formal character and planting interest**
 Introduce areas of more formal planting, including ornamental shrubs and herbaceous planting, as well as 'new perennial' planting styles which provide impact and interest. Utilise native species in an interesting and creative way, for example through the use of birch groves. Introduce bulbs lawns to provide colour and interest in the first half of the year.
- Heritage buffer**
 Introduce additional structural planting along the south-western corner of the Site to reinforce separation between the proposed development and the nearby listed building at Floral Dene.



Native birch used ornamentally



Interpretation boards for RAF Boxted Airfield



Aviation themed play spaces reinforce a sense of place



Bulb lawn and birch grove provides Spring interest



High quality street furniture to be integrated with planting



Use of ornamental and native planting to create impact



Formal planting and a strong relationship with built edge



'New Perennial' planting styles create impact



Park Lane Countryside Edge

The Park Lane Countryside Edge would comprise a mix of naturalistic habitats and wetland areas, forming a soft interface with the wider agricultural land to the south of the Site, retaining the rural character of Park Lane.

The Park Lane Countryside Edge would span the southern boundary of the Site, forming a belt of green and blue space which separates the developable area with the wider countryside to the south, creating a soft transition between the village of Langham and the wider agricultural landscape. The Countryside Edge will be comprised of a variety of naturalistic habitats, including grassland, thicket and tree planting, as well as considerable new wetland areas within the new SuDS network.

Tree planting would be carefully introduced within the Countryside Edge, helping to retain a sense of openness along the southern edge and to maintain the setting to the former airfield. Bespoke landscape buffers will be introduced in proximity to various listed buildings along Park Lane to ensure their setting is preserved. The Countryside Edge will form a key gateway to the PRow network to the south and will be a key transition space between the village and the wider countryside.



Space for immersion in nature



Naturalistic SuDS design

Key landscape design principles for Park Lane Countryside Edge could include:

- Retaining the existing PRow**

The general alignment of existing PRow along the southern edge of the Site would be retained, although would comprise a more sinuous trail weaving through meadows and between wetland areas. This would retain the ‘countryside edge’ feel for users of the PRow. An active travel route would be created along the southern boundary of the developable area to allow for multi-user permeability. Focussing this away from the PRow will allow for a pedestrian-only space along the southern edge, retaining the character of the PRow.
- Links with the wider countryside**

Connections with the wider countryside to the south-east and south-west of the Countryside Edge would be promoted, with improvements to Park Lane to enable greater pedestrian access being a wider ambition of the masterplan. The Countryside Edge will form a key transition space between the village and the countryside.
- Naturalistic design of SuDS**

Where possible, SuDS will be naturalistic in design, avoiding large expanses of concrete and man-made structures. Large areas of the basins will be predominantly dry and be designed to complement the character of the wider Countryside Edge by forming depressions with wildflower grasses, meadows and boulders for play. Opportunities to provide year-round wetland areas will be explored, to provide a greater variety of habitats in areas which will be regularly wet.

- Bespoke buffer to heritage assets**
 Bespoke buffers should be designed in proximity to each listed building and to the RAF Boxted Memorial along Park Lane. These should be designed alongside the project’s Heritage Consultants to ensure settings to listed buildings are preserved as far as possible.
- Open character**
 Structural vegetation should be carefully introduced into the Countryside Edge, including trees and scrub. This is to ensure a semi-open character is maintained along the southern edge of the Site, preserving the open setting of the former airfield. Areas of grassland and scrub should be delivered in line with the Essex Local Nature Recovery Strategy along this edge.
- Retain and enhance existing hedgerow**
 Gap up the existing hedgerow and plant with additional hedgerow trees to reinforce the southern edge of the Site and to assimilate the development into its surroundings, whilst retaining the character of Park Lane.
- Naturalistic play**
 Create new naturalistic play spaces across the Countryside Edge which make use of timber play equipment and encourage play within nature. These should form part of the wider trim trail network, encouraging ‘play on the way’.
- Sensitive interactions with nature**
 Integrate play spaces within areas of meadows and long grassland. Explore the use of boardwalks, interpretation boards and decked areas within wetlands to allow for aquatic habitats to be viewed up close and to promote sensitive interactions with nature. Mown paths will be created through areas of long grassland and meadows to allow for informal access, and regular seating provided to allow for immersion in nature.



Interpretation boards and trails



Trails weaving through basins and habitats



SuDS allowing for interactions with nature



Creative natural play and multifunctional SuDS



Boulders and meadows create multifunctional SuDS



SuDS allowing for interactions with nature

Langham Garden

A core social and wellbeing space within the heart of Langham for both new and existing residents. Community growing spaces which reflect locally characteristic orchards and embrace a sustainable and slow way of living.

The Langham Garden would be a key space for socialising, health and wellbeing, located centrally within the heart of the village. It would be positioned close to the existing community hub, alongside other emerging and proposed developments, providing an accessible space for new and existing residents.

The Langham Garden would provide allotments, of which there are currently none in Langham, as well as a community garden and community orchard. The

orchards would be reflective of those characteristic of the wider landscape, and utilise species of local provenance, including heritage varieties. The Garden will be a sociable space, designed to welcome all ages and abilities. It will form a key component of knitting into the existing village.

Key landscape design principles for the Langham Garden will include:

- Species of local provenance**
 During the 19th century, orchards were regularly planted along the A12 around Chelmsford and Colchester. Much of these orchards have been lost, with some still extant in the wider landscape today. New orchards could be established within the Site which make use of species of local provenance, including heritage varieties of apple, pear and plum from Colchester and Essex. Local varieties include Nolan Pippin, Twining's Pippin, Stanway Seedling, Improved Fertility and Johnny Mount Pear. For ecological and visual interest, orchards should be underplanted with bulb lawns or meadows.
- Sociable spaces**
 Allotments and the community kitchen garden should share a single allotment hut to facilitate community cohesion and shared resources. This could provide things such as a seed exchange, tool hire and a community fruit and veg stall.
- Allotment variety**
 Allotments should include half and quarter size plots, alongside full plots, to encourage uptake from a wider variety of tenants with varied time commitments.
- Community kitchen garden**
 A community kitchen garden should be created as a focal point within the space, encouraging community cohesion and uptake of sustainable food growing within the wider community.
- For all**
 The Langham Garden should be designed for all ages and abilities. It should be well served by active travel and public transport, but also include some degree of accessible parking. The space should be served by accessible paths, have plenty of seating, and be well overlooked by adjacent properties. Mown paths through the orchard and informal play should be provided to create a playful space for gardeners with children.



Allotments should be overlooked for natural surveillance



Community garden should include sociable spaces



Informal spaces for play and seating



Orchards should utilise species of local provenance



Areas for seating and socialising should be incorporated



An community allotment hub should be integrated



Orchard with bulb lawn understorey



Community kitchen garden

04.

Conclusion



Conclusion

Land North of Park Lane represents an opportunity to create a sustainable, inclusive and landscape-led neighbourhood that strengthens Langham's character, responds to community priorities and delivers long-term benefits for the parish.

The emerging masterplan has been shaped by an understanding of Langham's settlement character, its strong green structure and the views of residents expressed through Langham Parish Council and the Langham900 campaign. It provides a framework that respects the village's rural identity while accommodating growth in a way that feels connected, appropriate and community-focused.

The Vision Document sets out a number of design objectives and principles that provide a basis for the next stage of engagement, including with Langham Parish Council and the local community. It is anticipated that the proposals will evolve further following this process. The final form, location and design of development, character areas, community facilities, open spaces and key neighbourhood features will be shaped through ongoing engagement and technical testing.

The proposals set out within this Vision provide the foundation for an integrated neighbourhood that complements Langham's existing character, supports local services and social infrastructure, enhances the natural environment and delivers meaningful community benefits. As work progresses, the design team will explore opportunities for facilities to be provided onsite, through investment in existing village assets, or through a combination of both approaches, ensuring flexibility and responsiveness to community preference.

Summary of Benefits



Housing

The development will provide around 800 new homes, including affordable housing, and a mix that supports all stages of life, from first-time buyers and families to downsizers and older residents. Homes will be adaptable, energy-efficient and designed to support home working, reflecting local demographic needs and modern living patterns.



Supporting Ageing in Place

Lifetime homes, accessible routes, smaller homes and close proximity to community facilities will support older residents, addressing under-occupancy and helping maintain the social fabric of the parish.



Sustainable Design

Homes will be designed to meet high energy-efficiency standards, supporting low-carbon living and long-term sustainability.



Character and Settlement Pattern

The masterplan respects Langham's settlement structure and character. A meaningful green gap will be retained between settlement Langham Moor and Langham Wick, ensuring the village continues to read as a rural parish rather than a continuous built-up area. Buildings, street forms and landscape character areas will draw directly from the village's architectural and landscape identity.



Community at the Heart

Land is safeguarded for a new two-form entry primary school, which could be co-located with other community facilities, if desired by the community and parish. Facilities may include flexible community rooms, workspace, a café or social hub, early years provision, medical space and public toilets, reflecting facilities identified by Langham Parish Council and the Langham900 campaign.

These facilities may be delivered onsite, offsite through investment in Langham Community Centre and grounds, or through a combined approach shaped through continued engagement.



Green Infrastructure and Nature Recovery

A comprehensive green network includes a north–south green spine, naturalistic parkland, woodland planting, strengthened hedgerows and enhanced habitats. Every home will be within a short walk of publicly accessible green space and links to the countryside, addressing community concerns about limited access to local green and blue infrastructure. Opportunities for community orchards, allotments and habitat creation will support local food growing and environmental stewardship.



Play, Recreation and Community Spaces

The masterplan includes a range of high-quality play, sport and recreation spaces, including neighbourhood greens, pocket parks, naturalistic landscapes and youth activity areas. Further enhancements may be provided onsite or through investment in existing village assets such as the Recreation Ground.



People, Health and Wellbeing

Walkable neighbourhoods, traffic-calmed streets, accessible green spaces and active travel routes will support physical and mental wellbeing.

Youth activity spaces, inclusive play areas and community infrastructure respond directly to gaps in provision for families and young people.



Appreciating Local Heritage

The legacy of RAF Boxted Airfield will be interpreted and commemorated through a new heritage park, providing opportunities for play, learning, storytelling and remembrance.

Nearby listed buildings and rural lanes will be respected through scale transitions, landscape buffers and traditional materials consistent with local character.



Sustainable Drainage and Utilities

A site-wide Sustainable Drainage System (SuDS) will manage surface water, reduce flood risk and deliver biodiversity benefits through ponds, swales and naturalised landscapes.

Responding to capacity constraints at Langham Water Recycling Centre, the scheme proposes an on-site water recycling solution to sustainably accommodate development.



Connected, Walkable and Sustainable Movement

The masterplan strengthens links to Langham's village core, school, shop and recreation ground through a network of walking and cycling connections.

Opportunities to enhance local bus services and stops will be explored with residents and transport providers.

Mobility hubs, EV charging infrastructure, car club spaces and improved cycle provision will support low-carbon travel and reduce dependence on private cars.



Digital Connectivity and Economic Opportunity

High-quality digital infrastructure will support home working, small businesses and flexible workspace within the mixed-use local centre. This will strengthen local employment opportunities and reduce the need for long-distance commuting.



Climate Resilience

Native planting, habitat corridors, shade provision, SuDS and energy-efficient homes will contribute to long-term climate resilience, supporting CCC's objectives and community aspirations for a greener future.



05.

Appendices



Appendix A: Photographic Survey

School Road



Land North of Park Lane, Langham January 2026

Moor Road



Wick Road



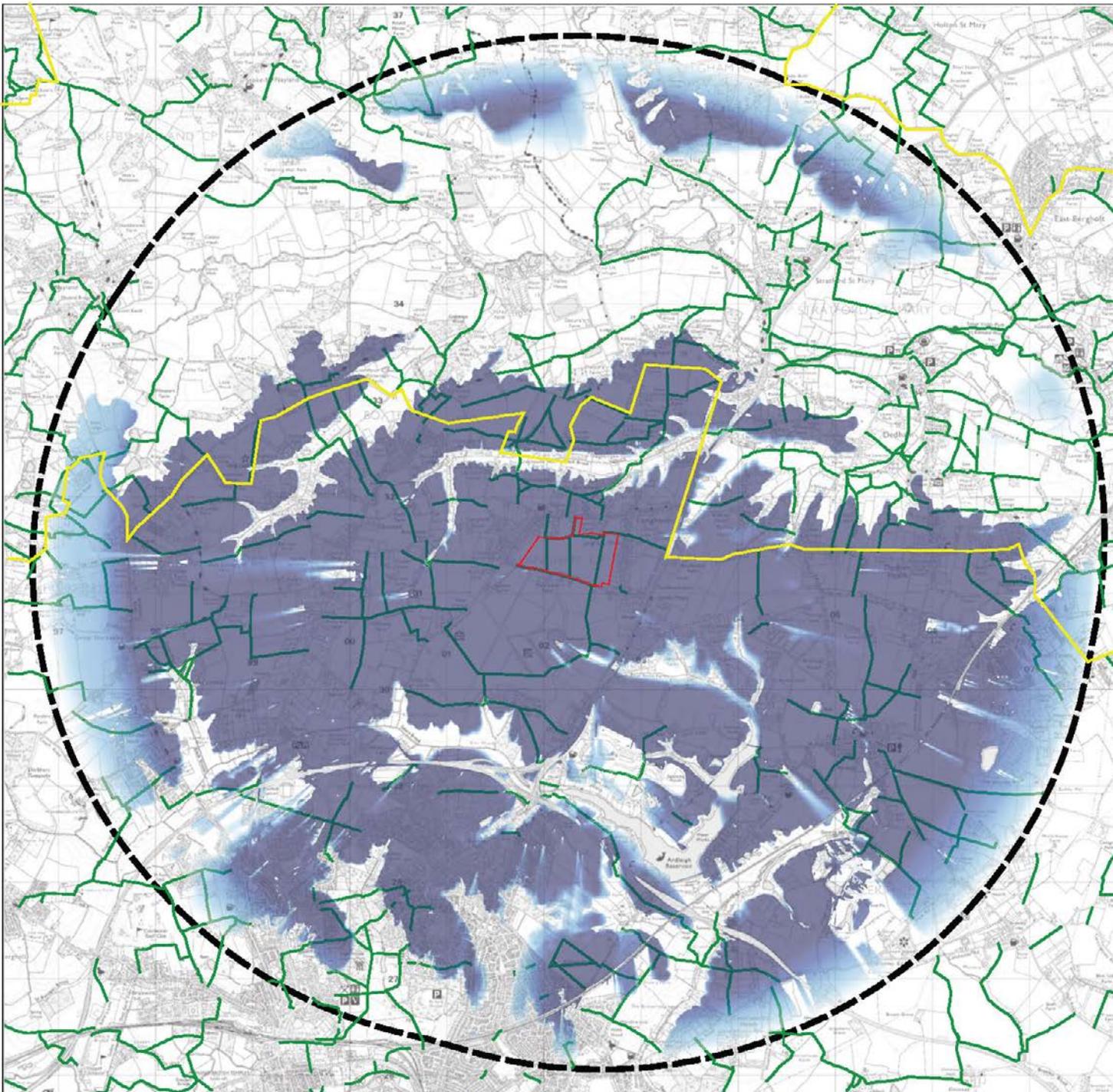
Land North of Park Lane, Langham January 2026



Park Lane



Appendix B: Zone of Theoretical Visibility



ICENI PROJECTS LIMITED
Da Vinci House 44 Saffron Hill
London, EC1N 8FH



PROJECT	Land at Park Lane, Langham
DRAWING	Zone of Theoretical Visibility - Bare Earth
CLIENT	Mac Mic Strategic Land

KEY

-  Site boundary
-  5km distance from the Site
-  Public Rights of Way
-  Dedham Vale National Landscape

Zone of Theoretical Visibility

-  Areas of high potential visibility
-  Areas of low potential visibility

NOTES

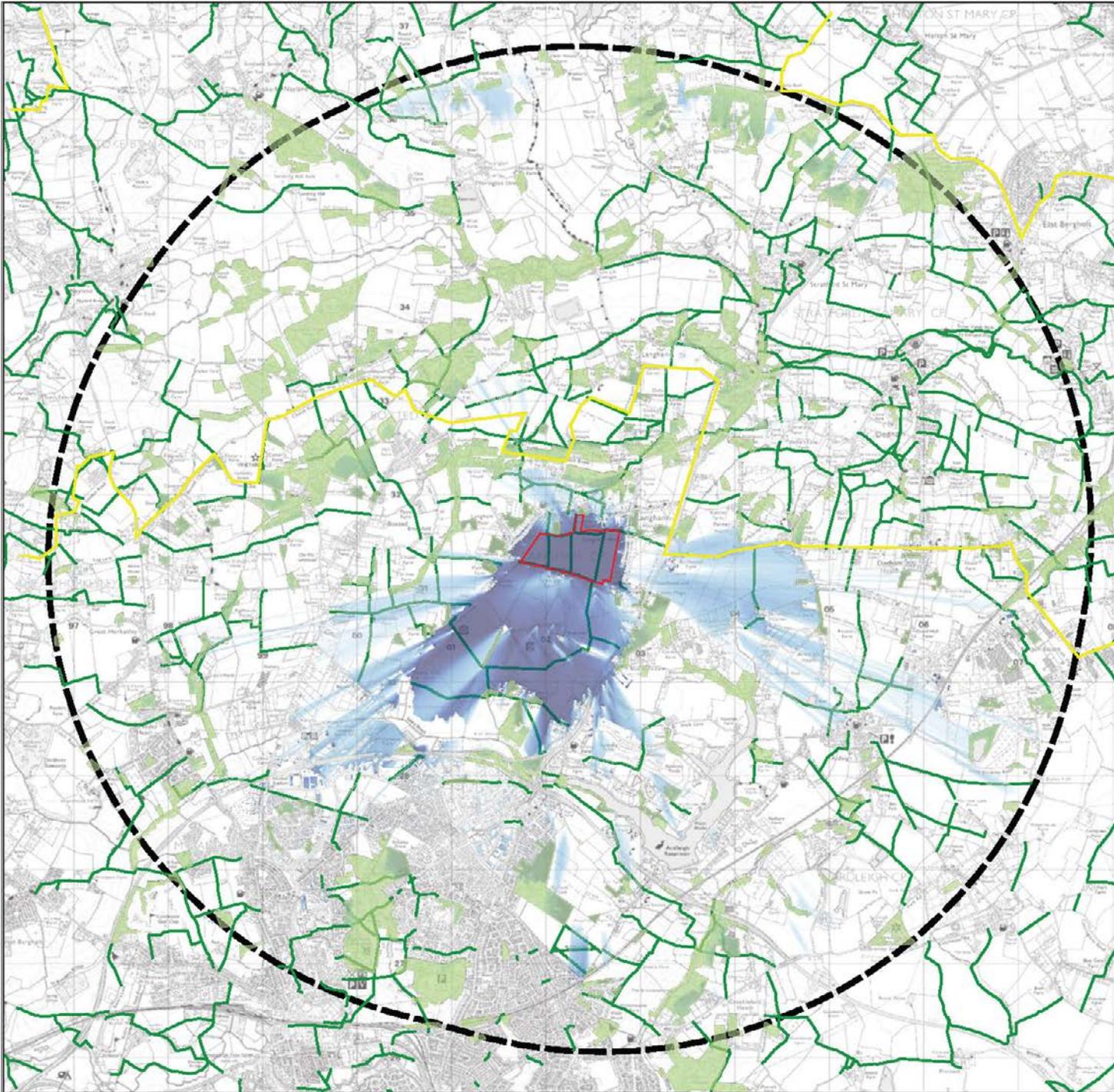
The Zone of Theoretical Visibility (ZTV) has been generated using EA 2m Digital Terrain Model. The ZTV has been generated based upon an observer eye level of 1.60m. It is based on 12m high points spaced out on the perimeter of the Proposed Development Areas. All heights mentioned are above ground level (AGL).



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CHECKED BY	RH	DATE	November 2025
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ICENI PROJECTS LIMITED
Da Vinci House 44 Saffron Hill
London, EC1N 8FH



PROJECT	Land at Park Lane, Langham
DRAWING	Zone of Theoretical Visibility - With Screens
CLIENT	Mac Mic Strategic Land

KEY

-  Site boundary
-  5km distance from the Site
-  Public Rights of Way
-  Existing Woodland
-  Dedham Vale National Landscape

Zone of Theoretical Visibility

-  Areas of high potential visibility
-  Areas of low potential visibility

NOTES

The Zone of Theoretical Visibility (ZTV) has been generated using EA 2m Digital Terrain Model. The viewshed output includes screening by existing buildings at 9m height and woodland at 12m height.

The ZTV has been generated based upon an observer eye level of 1.60m. It is based on 12m high points spaced out on the perimeter of the Proposed Development Areas. All heights mentioned are above ground level (AGL).



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