

Epping Forest District Local Plan  
**Report on Site Selection**  
Appendix C - Settlement Proformas

ISSUE | September 2016

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Job number

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## Appendix C

### Settlement Proformas

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## C1 Introduction

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In order to inform the site selection process, the aspirations and visions for each settlement and ultimately guide settlement specific policies in the Draft Plan an initial review was undertaken for the following 12 settlements within the District:

- Towns: Chipping Ongar, Epping, Loughton, Waltham Abbey.
- Villages and Hamlets: Buckhurst Hill, Chigwell, North Weald Bassett, Roydon, Theydon Bois, Nazeing, Thornwood, Sewardstone.

This involved a site visit in July 2016, alongside a review of the existing evidence base documents to inform the completion of a proforma for each settlement. Details of the evidence base used to inform the settlement reviews, are listed in Section C4 of this Appendix.

A proforma was completed for each settlement. Each proforma provides:

- the vision for the settlement, a settlement description, a summary of key issues, demographic information;
- a SWOT analysis which sets out the opportunities, constraints, weaknesses and strengths of the settlement; and
- topic specific information on housing, economic development, centre, transport, environment, landscape, Green Belt, heritage and townscape, community facilities.

Outputs from the settlement proforma process have been used in the review process to:

- inform the site selection process;
- guide the formulation of settlement specific policies;
- secure wider ownership of how topic based information impacts on individual settlements;
- capture and review settlement specific data (where available); and
- capture stakeholder feedback to guide policy development.

The settlement proformas provided a vital understanding of the baseline position in the main settlements of Epping Forest District, against which later stages of this review, and other emerging Local Plan evidence base documents could review likely impacts (both substantive and perceptual).

The proformas for each of the twelve settlements are provided in Section C2 (Towns) and C3 (Villages and Hamlets) of this Appendix.

## C2 Town Proformas

### C2.1 Chipping Ongar

1. VISION AND OVERVIEW
<b>VISION</b>
<p><b>Proposed Vision</b></p> <p>Chipping Ongar will continue to reflect its current local and independent character, providing services and amenities to a wide catchment of residents and visitors. Future development in the town will support Chipping Ongar being self-sufficient and will be accompanied by the provision of local services and infrastructure, including supporting non-car based modes of travel.</p> <p>Chipping Ongar will balance utilising its existing heritage and leisure assets (including the Epping Ongar Heritage Railway and connections to the Essex Way) with the protection and enhancement of the settlement's historic environment.</p>
<b>OVERVIEW OF SETTLEMENT</b>
<p>Chipping Ongar (also known as Ongar) is a historic market town which has a population of approximately 6,000 (as at 2011), and is classed as a Town in the Settlement Hierarchy Technical Paper (2015).</p> <p>Public transport links are limited. While the Central Line used to extend from Epping to Ongar (via North Weald Bassett and Blake Hall), this section was closed in the mid-1990s and the remaining track is now used by the Epping Ongar Railway as a leisure/tourist line.</p> <p>The settlement is completely surrounded by Green Belt, and the existing Green Belt boundary divides it into the three primary developed areas (Chipping Ongar, Shelley and Mardon Ash).</p> <p>The settlement serves a large rural hinterland and provides an important function within a large geographic area. The High Street represents the main retail centre of the settlement. It contains a diverse range of shops from smaller, independent retailers to a larger supermarket in the form of Sainsbury's. Employment space is provided on a small scale through the Essex Technology and Innovation Technology Centre, and on a larger scale at Fyfield Business Park (although this is subject to proposals for redevelopment).</p> <p>The Chipping Ongar Conservation Area covers the town centre area, including much of the High Street and main shopping area, and Ongar Castle which is a Scheduled Monument. Great Stony School Conservation Area is situated to the north of the historic core of Chipping Ongar. Five other scheduled monuments are found in the wider parishes of Shelley and Moreton to the north of Chipping Ongar, alongside a large number of nationally and locally listed buildings.</p> <p>The town suffers from occasional flooding from the River Roding and Cripsey Brook, especially affecting the eastern and western sides.</p>
<b>KEY ISSUES</b>
<ul style="list-style-type: none"> <li>• The existing Green Belt boundary divides the Town into the three primary areas (Chipping Ongar, Shelley and Mardon Ash) resulting in breaks in the developed areas.</li> <li>• The town sits between the River Roding and Cripsey Brook and the presence of these two rivers means that there are several areas within Flood Zones 2 and 3 within and around</li> </ul>

<p>Chipping Ongar.</p> <ul style="list-style-type: none"> <li>• There is an opportunity to promote tourism and leisure in the settlement. The main centre of Chipping Ongar is designated as a Conservation Area, and therefore any development in the town centre will need to be sensitive to its historic setting. There is also a Scheduled Monument within the settlement (Ongar Castle), and a further five in the wider parishes of Shelley &amp; Morton.</li> <li>• Limited public transport accessibility in the town, with the nearest London Underground station in Epping. The old tube line is currently run as a heritage railway. There is a poor bus service which is unreliable and makes the settlement feel isolated. Parking is also limited in the town centre.</li> <li>• There can be major traffic congestion in the town due to HGVs using the High Street to travel across the county. The town is a through-route for traffic.</li> <li>• There is capacity within the settlement's two primary schools and the newly opened secondary academy to cater for some growth.</li> </ul>			
POPULATION			
Ward name	Population at 2011 Census	Area of ward (hectares)	Population density (people per hectare)
Chipping Ongar, Greensted and Marden Ash	4,046	622	6.5
Shelley	2,205	280	7.9
<i>Total</i>	6,251	902	6.9
<i>Number of LSOAs in ward in 10% most deprived nationally</i>	None. LSOA 004D within Shelley ward to the north of the town centre is within the 40% most deprived neighbourhoods in the country. Some areas of Chipping Ongar are within the top 10% least deprived areas in England, while there are also pockets of greater deprivation.		
Demographic Profile	<p>Approximately 24% of the population of Chipping Ongar are aged 18 or under, which is above the average for the District (22%), but in line with the national average. This compares to a population who are aged 65 and over of over 21%, again higher the average for the District (18%) and national average of 16%.</p> <p>With regard to employment, almost 82% of the residents aged 16-74 are economically active. This is higher than both the District average (79%) and the average for England (77%). (<i>Source: Census 2011, ONS.</i>)</p>		
2. SUITABILITY OF THE SETTLEMENT FOR GROWTH AND THE FUTURE OF THE TOWN CENTRE OPPORTUNITIES			
<ul style="list-style-type: none"> <li>• The historic character of the centre, including the Scheduled Monument of Ongar Castle</li> </ul>			

and the High Street Conservation Area, provide opportunities to encourage tourism and leisure economy in Chipping Ongar.

- There is potential for the re-instatement of a commuter rail link, and/or tube service between Chipping Ongar and Epping along the current heritage railway. (*Source: Settlement Hierarchy Technical Paper, 2015*).
- Any new growth in the settlement could serve to increase demand for retail and high-street uses.

## WEAKNESSES

- The town is relatively isolated and rural, and is closer to towns in other districts than the other main centres in Epping Forest District. This means that it needs to be relatively self-sufficient in order to thrive and be successful.
- There is limited public transport accessibility in the town, with the nearest Underground Station in Epping. Better connectivity is needed to the main centres within Epping Forest District and Essex more widely. Cycle provision is also poor. (*Source: Site Visits, July 2016*)
- The town sits between the River Roding and Cripsey Brook and the presence of these two rivers means that there are several areas of flood risk within and around the settlement. (*Source: Strategic Flood Risk Assessment, 2014*).
- There can be major traffic congestion in the town due to HGVs using the High Street to travel across the county. The town is a through-route for traffic. Parking is also an issue in the settlement centre.

## STRENGTHS

- There are an excellent range of services and facilities, which support its classification as a Town in the revised Settlement Hierarchy Technical Paper, 2015.
- There are two primary schools within the settlement, both of which have some capacity. A new secondary academy also opened in 2015, which offers much needed secondary school provision to residents in Chipping Ongar, and will have capacity to cater for future opportunities. (*Source: Commissioning School Places in Essex 2015-20, Appendix 1a, 2015*).
- There is a good range of high street and independent shops of various sizes. A Site visit in July 2016 identified a large number of boutique, high end stores compared to the Town Centre Survey undertaken in 2013.
- There is good health care provision in Chipping Ongar, with a new facility – The Ongar Health Centre - opening in 2012 (*Source: NHS Choices, accessed 2016*).

## THREATS

- Chipping Ongar has developed in a linear manner, and the historic and environmental constraints in and around the settlement may mean that any growth would exacerbate the already linear shape of development. (*Source: Local Visions Workshop, 2013*).
- Changes to commuter patterns associated with the new Crossrail Station at Shenfield could lead to increase traffic congestion in and around Chipping Ongar.
- There is a possible over-reliance on the Sainsbury's superstore in supporting the High Street.

<b>3. TOPIC SPECIFIC INFORMATION</b>	
<b>HOUSING</b>	
Overview	<p>The Community Choices Consultation explored a number of broad locations for growth, including options to grow the town in all directions. The SLAA provided further details of Officer identified and independently promoted sites within the District which may be suitable for residential development.</p> <p>The Settlement Capacity Study identified nine additional potential sites which were put through the SLAA 2016 and subsequently assessed through the site selection process. These included a number of small sites across the settlement, including two on the High Street. An additional potential site was identified at the car park for Chipping Ongar Library. <i>(Source: Settlement Capacity Analysis, May 2016).</i></p> <p>This work has informed the site selection process which is looking in more detail at the most appropriate locations and sites for development.</p> <p>The Stage 1 Viability Assessment (2015) found that there are a wide range of residential values across Chipping Ongar and variation appears at a street by street level. Overall, residential values appear to be low compared to the rest of the District, with the average cost per sqm of house between £3,250 and £3,750. <i>(Source: Stage 1 Viability Assessment, 2015).</i></p>
Community choices responses and stakeholder engagement	<p>There is some concern about the level of development that might be allocated to Chipping Ongar. Over 51% of respondents to the Community Choices Consultation felt that too much development was proposed in and around Ongar. In particular, consultees were concerned about the impacts of new development on existing residential amenities.</p> <p>The majority of consultees objected to all the potential growth areas proposed in the Community Choices Consultation. The most common reasons for objection included traffic congestion, impacts on the landscape, Green Belt and heritage assets, and the impact on school places. Some alternative sites were suggested, including the old Leca Works site in Mill Lane.</p> <p>Consultees generally accepted that the District’s population is growing, and therefore Chipping Ongar needs to accommodate its share of growth and development to support this.</p> <p>Stakeholders and consultees felt that new development should follow the ‘ethos’ of the existing town, namely low rise and low density. It should not be developed through gated estates. Concern was expressed about the limited opportunities for infill in the settlement.</p> <p>Views expressed highlighted that there is a need to provide a range of both private and social housing tenures to ensure housing is affordable for young people in the area.</p>
<b>ECONOMIC DEVELOPMENT</b>	
Overview	<p>There are a number of commercial premises along the High Street, particularly on upper floors of residential units, or behind the Key retail frontage. In addition, small innovation workspace is also provided in the settlement; the Essex Technology and Innovation Technology Centre</p>

	<p>provides 30 managed work spaces for short term lease, alongside meeting room facilities. (Source: <a href="http://essexenterprisecentres.co.uk/centres/essex-technology-innovation-centre-ongar">http://essexenterprisecentres.co.uk/centres/essex-technology-innovation-centre-ongar</a>).</p> <p>Aside from a number of commercial premises on the High Street, the primary employment area within Chipping Ongar has been Fyfield Business Park. In the 2010 Employment Land Review, the Business &amp; Research Park scores relatively well and the review recommends keeping it in employment use. In total, 65% of medium-large businesses in Ongar wanted to expand in size suggesting a buoyant employment centre in the area.</p> <p>However, in 2015, outline consent for a mixed-use residential-led scheme at the Park was approved. This will retain some of the existing employment elements in the Park, but will reduce the amount of B1a employment space from 16,148sqm at present, to 5,396sqm, and in lieu provide 105 new homes. The application will also include provision of new car parking to serve retained uses, extension to existing cafe to provide 140 sqm new retail space, and provision of recreational facilities including relocated MUGA play area and junior football pitch, alongside the erection of 105 residential dwellings together with associated car parking, public open space, landscaping as well as construction of a new site access, including a roundabout off Fyfield Road (Source: <i>Epping Forest District Council Outline Planning Application EPF/3006/14</i>).</p> <p>Chipping Ongar also has limited other existing employment land that has been identified and the Employment Land Review (2010) identifies three existing employment sites: Dunmore Road (ELR-0077), and two sites on the High Street (ELR-0076A and B)).</p> <p>Given the above, there is a need to find further employment land to cater for growing employment demand in Epping Forest District. The Council will be undertaking further work to enable specific employment allocations to be identified within the Local Plan, and to further consider opportunities to intensify and extend existing sites where appropriate.</p> <p>Given the reduction in employment space within Ongar, there is a need to strengthen the centre’s other economic offers and diversify the economy to ensure it remains buoyant. Building on the strong heritage character in the centre of Chipping Ongar, there is an opportunity to develop a stronger tourism/leisure industry for the settlement. The site of Ongar Castle is raised upon a mound and provides panoramic views of the surrounding area, the site is marked only by mature deciduous trees but is a landmark site within short distance views across the area. This is coupled with the Epping-Ongar heritage railway which attracts day visitors. The provision of more tourist shops and facilities for visitors (in the form of way-finding and amenity spaces) could attract more visitors to the area. (Source: <i>Site Visits, 2016</i>).</p>
<p>Community choices responses and stakeholder engagement</p>	<p>There is general support for Chipping Ongar to become a tourism/leisure hub for Epping Forest District, better utilising heritage and environmental assets in the Town Centre (such as the heritage railway) to create economic opportunities.</p> <p>Consultees suggested there are opportunities to develop a greater commercial offer for Chipping Ongar, with particular opportunity behind the High Street.</p>

	<p>It is known that these areas are subject to significant flood risk.</p> <p>Given the semi-rural location of Chipping Ongar, sustainable agriculture should be encouraged in the settlement.</p> <p>Consultees suggested the redevelopment of the Fyfield Business and Retail Park. This site already has planning consent for mixed use redevelopment.</p>
<b>TOWN CENTRE</b>	
<p>Overview</p>	<p>Chipping Ongar is identified as a Town in the Settlement Hierarchy Technical Paper (2015). Its status as a Town reflects the high level of services and facilities it provides including shops, health facilities and schools. The Town serves a large rural hinterland and provides an important function within a large geographic area. The high propensity of services may make Chipping Ongar a sustainable location for growth in the District. <i>(Source: Settlement Hierarchy Technical Paper, 2015)</i></p> <p>The main retail centre in Chipping Ongar is along the High Street. It was designated as a Town Centre in the Local Plan 1998 Updated with Alterations 2006, and a Small District Centre in the Town Centre Survey (2010).</p> <p>In 2016, the total occupied retail frontage of Chipping Ongar was 595m, of which 240m was Primary retail frontage. The Town Centre is dominated by A1 convenience and comparison uses, as well as some A2 financial and professional services. The 2010 Town Centre Study identified 20 comparison retail units in the town centre (26% of the total floorspace compared to a national average of 51.1%). A1 convenience units accounted for 36.2% of the total floorspace, 20% higher than the national average. <i>(Source: Town Centre Study 2010 and Site Visits July 2016).</i></p> <p>A 2016 Town Centre Survey (which covered the High Street area) shows an increase in the A1 uses in the town, which remains the predominant use of units in the centre of Chipping Ongar, accounting for 44% of all occupied frontage. This study also notes a small number of vacant units in the town, reaching a total of 4.9% of frontage. The majority of vacancies are A1 in use, although A4 and B1 vacancies are also significant.</p> <p>Despite its relatively small size, Chipping Ongar contains a diverse range of shops from smaller, independent retailers to a larger supermarket in the form of Sainsbury's, with floorspace ranging between 20 and 600 sqm. The occurrence of smaller units does bring risks of loss of retail units through permitted development to residential.</p> <p>Chipping Ongar includes only two major retailers, namely Tesco and Sainsbury's, alongside a Lloyds Pharmacy. The centre was found to have a 'middle market' position in 2010 indicating a good quality retail offer, although not as high as some other centres in the District. There is evidence of a greater number of high end, 'boutique' style shops forming part of the centre, such as wedding dress shops. There is also a very small market (2 to 3 stalls only) operating from Chipping Ongar every Wednesday morning. <i>(Source: Town Centre Study 2010 and Site Visits July 2016).</i></p> <p>A small parade of shops is located further down the High Street, which are not included within the original boundary and are designated as a Local Shopping Centre in the Local Plan 1998 Updated with Alterations 2006.</p>

	<p>These suggest there is potential for the expansion of the Town Centre boundary. This is supported by evidence of conversions of residential properties for retail purposes (although likely pre-2010). (<i>Source; Site Visits, July 2016</i>).</p>
<p>Community choices responses and stakeholder engagement</p>	<p>Respondents highlighted the need for a balanced and coherent town, which held a good balance of uses. In particular, consultees praised the low levels of vacancy and particularly strong food retail.</p> <p>There is a need to ensure that Ongar, given its semi-rural location, is a self-sustaining community which provides a good range of jobs, homes, services and social activities to cater for the needs of residents.</p> <p>Many consultees highlighted the local and historic nature of the town centre, and expressed a desire to limit to development in order to protect this character.</p> <p>Consultees advised that the possibility of competition between town centres in Epping Forest District and those in Brentwood Borough should be considered. The nearest of this District’s main town centres to Brentwood Borough is Ongar.</p> <p>There is an opportunity to use the historic character of the town centre to support the independent local businesses in the town centre through tourism.</p>

**TRANSPORT**

<p>Overview</p>	<p><b>Public Transport</b></p> <p>There are a number of bus services that connect Chipping Ongar with surrounding settlements. There are a total of 136 departures/arrivals daily on weekdays connecting to Epping, Harlow, Brentwood and Chelmsford. (Routes: 7, 20, 21, 21A, 32, 46, 46A, 47, 146, 339, 380, 381. School Routes: 434, 436, 437, 471, 472, 473, 489. Sunday Routes: 501, SB05). The frequency of service depends on the route, but on average approximately 4 buses an hour serve the settlement at peak time (<i>Source: <a href="http://www.traveline.info/">http://www.traveline.info/</a></i>).</p> <p>The nearest Central Line station is in Epping, with the nearest rail stations being in Shenfield, Brentwood, Harlow and Chelmsford. A Crossrail station at Shenfield is due to commence operations in 2017 and be fully open in 2019. It has been suggested that the new Cross Rail station could increase traffic in Chipping Ongar as people travel across Essex to access the new transport link.</p> <p>The former Central Line station and line in Chipping Ongar is now run as a heritage route.</p> <p>Aside from bus services, and the Epping Ongar Railway, there is a lack of public transport to and from Ongar. It may be possible in the future to re-instate a commuter service between Epping and Ongar with the support of the Epping Ongar Railway which currently uses the line for heritage trips. This would be a large infrastructure project, requiring significant funding, and ‘buy-in’ from the local community. TfL have previously raised concerns that to introduce more customers to the Central Line further out of London (i.e.</p>
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	<p>further east than Epping) would exacerbate existing overcrowding of services. (Source: <i>Settlement Hierarchy Technical Paper, 2015</i>).</p> <p>Consideration has been given to the potential for a park-and-ride facility at North Weald Bassett Airfield that could link in to this service, but the viability of this is uncertain. (Source: <i>HJA study 'Economic and employment evidence to support the Local Plan and Economic Development Strategy'</i>)</p> <p><b>Road</b></p> <p>Chipping Ongar is served by the A113, A128, A414 and the B184 roads.</p> <p>At peak times, travel times are slowest (i.e. more congested) approaching and at the Talbot roundabout, along the A414 entering and leaving the town, and along Moreton Road, Mayflower Way, Bowes Drive, Longfields, Fairfield Road, Landview Gardens, Green Road, and Brentwood Road (Source: <i>Site Visits, July 2016</i>); and the <i>Epping Forest District Local Plan Highways Assessment (2016)</i>.</p> <p>Site visits in July 2016 showed a steady flow of traffic coming through the town centre. It appears that Chipping Ongar is largely used as a through route for vehicles travelling to and from Harlow, and is not just a destination in itself.</p> <p><b>Walking and cycling</b></p> <p>A site visit in July 2016 observed a high quality pedestrian environment with wide pavements and safe walking routes through the town centre. However, there did not appear to be any separate cycling infrastructure, and only one pedestrian crossing is available in the town centre.</p> <p>Access to the Essex Way is possible from Chipping Ongar Town Centre, which provides recreational walking facilities for residents and visitors alike.</p> <p><b>Car parking</b></p> <p>Chipping Ongar has three public car parks: Basons Lane (Short Stay, 52 Spaces), Sainsbury's (Short Stay, 56 Spaces) and The Pleasance, (Long Stay, 73 Spaces). There are also a few spaces along the High Street for short term parking. (Source: <i>Site Visits, July 2016</i>).</p> <p>There is also some parking at The Borough, opposite the Two Brewers Pub, and some parking is available for customers at the leisure centre (96 spaces). (Source: <i>Site Visits, July 2016</i>).</p> <p>There is limited parking available at the station in Ongar, although this is for the Epping Ongar Railway Heritage Railway only. (Source: <i>Site Visits, July 2016</i>).</p> <p>The Town Centre Study (2010) reported that a number of surveyed residents in Chipping Ongar requested more and cheaper parking, and safer pedestrian and vehicular environments as their top priority for the town (28%).</p>
<p>Community choices responses and</p>	<p>Respondents were particularly concerned over the current lack of parking and public transport. Many felt that future development would only exacerbate current congestion levels, and impact on the roads in and around the town.</p>

stakeholder engagement	<p>Some consultees felt that Chipping Ongar has poor commuter links meaning a reliance on car travel. It was suggested that further development of Ongar would require the re-instatement of the Epping to Ongar section of the Central Line to improve public transport accessibility. Similarly, the Epping Ongar Railway themselves suggested they could run a commuter link services between the two towns to link residents to the Central Line at Epping. Moreover, it was suggested that a bypass around Chipping Ongar may reduce traffic congestion, although the feasibility of this is yet to be explored.</p> <p>There is a need for car parking, in particular to encourage tourism. Car parking should be provided on sites which are unsuitable for housing or commercial development.</p> <p>The possibility of creating a cycle/pedestrian route to link Fyfield Business and Research Park with Chipping Ongar town should be explored, on development of the site.</p> <p>Better transport connectivity, particularly by bus, would be needed between Ongar and Chelmsford/Harlow/Brentwood to support any new development.</p>
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**ENVIRONMENT**

Overview	<p><b>Environmental designations</b></p> <p>There is a very small pocket of Registered Common Land in the centre of Chipping Ongar and a medium sized area to the north. Alongside this there is a small block of Ancient Woodland to the west of Chipping Ongar named Greenstead Wood. There are also several Local Wildlife Sites near the town, to the east, south and west. (<i>Source: SELSS, 2011</i>).</p> <p>Chipping Ongar does not contain, and is not near to, any Local Nature Reserves, SSSI, SAC or SPA.</p> <p><b>Flood Risk</b></p> <p>The Cripsey Brook and the River Roding form narrow floodplains that run through and in close proximity to the edges of Chipping Ongar. (<i>Source: SELSS, 2011</i>).</p> <p>Potential development is restricted by flood zones on the east and west side of the town. The River Roding runs north-south to the west of Ongar, and Cripsey Brook runs through the town just north of Marden Ash, and then north to the east of the town, up to and along the edge of Shelley. The presence of these two rivers means that there are several areas of flood risk within and around Ongar. Mostly the flood risk areas lie along the sides of Cripsey Brook and are generally Flood Zone 3 (more than 1% annual chance of river flooding), with some patches that are only Flood Zone 2 (1% to 0.1% annual chance of river flooding). These flood zones cover the area to the north-west, east and south of the town centre, and parts of potential development sites to the east and south-east. (<i>Source: Strategic Flood Risk Assessment, 2014</i>).</p> <p><b>Air Quality</b></p> <p>There are no designated Air Quality Management Areas in Chipping Ongar. However, mapped air quality data shows an air quality issue centred on the</p>
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	A414 Talbot roundabout, and along the A414 to the west of the roundabout. As would be expected the greatest concentration of Nitrous Oxide is found on the A414 and on the High Street as these are the busiest roads. ( <i>Source: Air Quality Report for Epping Ongar Railway, 2013</i> )
Community choices responses and stakeholder engagement	<p>Many respondents raised concerns on the impact of future development on the landscape character and sensitivity of the area in and around Ongar. Some also worried that the presence of flood risk made development around Ongar unwise.</p> <p>Some consultees were concerned about impacts of any development upon biodiversity and Local Wildlife Sites. There was also unease over impacts to veteran trees (generally old trees with habitat features such as wounds or decay), and ancient trees (very old trees that have passed beyond maturity, and generally have very wide trunks).</p> <p>There is an issue with flooding from the River Roding in Chipping Ongar. This is exacerbated by the fact that the Environment Agency is no longer dredging the river north of Loughton.</p>
<b>LANDSCAPE</b>	
Overview	<p>The SELSS (2011) identifies Chipping Ongar as within the Chipping Ongar/High Ongar Fringes landscape character area. It states that:</p> <p><i>The landscape setting to the north of Chipping Ongar and High Ongar consists of large agricultural (predominantly arable) fields which are generally delineated by hedgerows and occasionally punctuated by strips of woodland. Here, landscape slopes gently downwards towards the Cripsey Brook which meanders north-south through the landscape.</i></p> <p><i>At the western edge of Chipping Ongar the landscape comprises an undulating patchwork of large fields that are bounded by hedgerows. Interspersed within this landscape are small streams, the tree lined Epping Ongar Railway and Greenstead Hall which is a recognisable built feature. The southern edge of Chipping is characterised by large agricultural fields delineated by hedgerows and interspersed with strips of woodland. The valley of the River Roding, which is lined in places by a thick strip of woodland, provides the landscape setting between Chipping Ongar and High Ongar.</i></p> <p>Landscapes to the north, east, south east and west of Chipping Ongar are of 'high' landscape sensitivity. Landscapes to the south and south west are of 'low' landscape sensitivity. (<i>Source: SELSS, 2011</i>).</p>
Community choices responses and stakeholder engagement	Those consultees objecting to the proposed development options in the Community Choices Consultation for Chipping Ongar cited the need to protect the historic landscape and landscape sensitivity of the area.
<b>GREEN BELT</b>	
Overview	Chipping Ongar is surrounded by Green Belt. The existing Green Belt divides the town into three primary areas (Shelley, Ongar and Marden Ash), and

	<p>results in breaks to the developed area.</p> <p>Six of the parcels assessed in the Stage 1 Green Belt Assessment (2015) are adjacent to Chipping Ongar. These were assessed against each of the Green Belt purposes. These parcels were found to have mixed overall contributions to the Green Belt purposes, as follows:</p> <ul style="list-style-type: none"> <li>● Parcel DSR013 (North-West of Town, South of Shelley): moderate overall contribution, scoring poorly for purposes 1, 2 and 4.</li> <li>● Parcel DSR-014 (West of Shelley): weak overall contribution, scoring poorly for purposes 1, 2 and 4.</li> <li>● Parcel DSR-015 (North of Shelley, stretching to border with Harlow): moderate overall contribution, making no contribution to 2 and 4.</li> <li>● Parcel DSR-016 (East of Shelley): weak overall contribution, scoring poorly for 1, 2 and 4.</li> <li>● Parcel DSR-023 (East of Chipping Ongar): strong overall contribution, scoring strongly for purposes 3 and 4.</li> <li>● Parcel DSR-024 (West and South of Town, stretching as far as Stapleford Abbots): weak overall contribution, scoring poorly for purposes 1, 2 and 4.</li> </ul> <p>There are also some parcels where a particular area of the parcel performed less well than the rest of the parcel. These were considered in more detail at Stage 2. In DSR-016, residential development appears to have slightly breached the existing Green Belt boundary around the Ongar Leisure Centre and the Fyfield Business and Research Park east of Fyfield Road has also been developed in the Green Belt. In DSR-023, the area to the east of High Ongar does not contribute to the fourth purpose of the Green Belt. (<i>Source: Stage 1 Green Belt Assessment, 2015</i>)</p> <p>A number of sub-parcels were taken forward to Stage 2 of the Green Belt review. Eleven of these directly abut or are in close proximity to the current settlement. The resultant harm to the Green Belt purposes if each parcel were released is deemed to be as follows:</p> <ul style="list-style-type: none"> <li>● Parcel 015.1 – Very High</li> <li>● Parcel 016.1 – High</li> <li>● Parcel 023.2 – Very High</li> <li>● Parcel 024.1 – Very High</li> <li>● Parcel 024.5 – Very High</li> <li>● Parcel 024.2 – Very High</li> <li>● Parcel 024.4 – High</li> <li>● Parcel 024.3 – Very High</li> <li>● Parcel 013.1 – Low</li> <li>● Parcel 013.2 – High</li> <li>● Parcel 013.3 – High</li> </ul> <p>(<i>Source: Stage 2 Green Belt Review, 2016</i>)</p>
<p>Community choices responses and</p>	<p>Many respondents felt that too much development was proposed for Chipping Ongar, and there was general objection to any development on Green Belt land. A ‘brownfield first’ approach was suggested and supported by a number</p>

<p>stakeholder engagement</p>	<p>of respondents.</p> <p>Emphasis should be placed on the protection of the Green Belt. In particular, the separation between Chipping Ongar and High Ongar, which is protected by the Green Belt, should be supported and maintained. There should, therefore, be no extension of ribbon development between Chipping Ongar and High Ongar that would threaten the spatial separation of these two settlements.</p>
<p><b>HERITAGE &amp; TOWNSCAPE</b></p>	
<p>Overview</p>	<p><b>Conservation Areas</b></p> <p>The Chipping Ongar Conservation Area covers the Town Centre area, including much of the High Street and main shopping area, and Ongar Castle. A second Conservation Area, Great Stony School, is situated to the north of the historic core of Chipping Ongar. Great Stony was built as an orphanage to house children and was completely self-sufficient. In 1998 the school was purchased by housing developers and the main accommodation blocks, administration offices and infirmary were converted into private residences, alongside a limited amount of new build housing.</p> <p>In addition, a number of the villages to the north of the town centre contain Conservation Areas, such as Blake Hall Conservation Area which encompass the Registered Historic Park and Gardens of Blake Hall and the historic hamlet of Bobbingworth. <i>(Source: Epping Forest District Conservation Area Listings, accessed July 2016 and Historic Environment Characterisation Study, 2016).</i></p> <p>The Heritage Assets Review (2012) found that Ongar Conservation Area is ‘of significant evidential, historic and aesthetic value’ and should be prioritised for an appraisal and management plan.</p> <p><b>Scheduled Monument</b></p> <p>Ongar Castle, which is situated to the east of the town centre, is a scheduled ancient monument. The castle, of which little remains, is now private, although still visible from a footpath off the main high street. Five other scheduled monuments are found in the wider parishes of Shelley and Moreton to the north of Ongar town centre.</p> <p>There is also a registered park and garden at Blake Hall to northwest of Chipping Ongar.</p> <p><b>Listed Buildings</b></p> <p>There are 87 listed buildings in the wider settlement of Chipping Ongar, these include a number of properties immediately lining the High Street, some of which date from the 13<sup>th</sup> and 14<sup>th</sup> century. <i>(Source: Historic England Listed Building Mapping, accessed July 2016).</i></p> <p>There are 18 locally listed buildings which are of local architectural or historic interest. These are largely 19<sup>th</sup> century buildings and include a number of properties on the High Street. <i>(Source: Epping Forest District Local Listings for Buckhurst Hill, accessed July 2016).</i></p> <p>The Heritage Assets Review, 2012, suggested that St Helen's RC Church &amp;</p>

	<p>Great Stony School/Park should be locally listed.</p> <p>A heritage railway runs between Chipping Ongar and Coopersale. This reopened after restoration works in 2012. (<i>Source: Settlement Hierarchy Study 2015</i>).</p> <p>Chipping Ongar is identified as Historic Environment Character Area 16 (HECA 16) in the Historic Environment Characterisation Report (2016). This area comprises the historic core of the town (which has origins as a Norman castle town) and its modern expansion. Within HECA 16, there are a number of historic environment character zones. These include:</p> <ul style="list-style-type: none"> <li>● HECZ 16.1 Historic Chipping Ongar – this zone covers the medieval and post-medieval core of Chipping Ongar and includes the scheduled motte and bailey of Ongar Castle, as well as the High Street and areas of open land bordering the Cripsey Brook (where medieval archaeology can be anticipated). The majority of the zone is covered by the Chipping Ongar Conservation Area.</li> <li>● HECZ 16.2 Chipping Ongar North - this zone comprises the post-medieval and modern expansion of Chipping Ongar to the north of the historic town core. The zone includes Victorian elements in form of the railway and cemetery, however it is largely modern residential in nature. There is the possibility of surviving archaeology in the open spaces within this area.</li> <li>● HECZ 16.3 Great Stony Park, Chipping Ongar – this zone includes the Great Stony Park Conservation Area.</li> <li>● HECZ 16.4 Chipping Ongar South – this zone comprises the post-medieval hamlet of Marden Ash and the modern urban expansion of Chipping Ongar to the south of the historic core. The zone includes a number of listed buildings, including Marden Ash House which is 17th century in origin. The majority of the development dates to the second half of the 20th century. There is a possibility of surviving archaeology in the open spaces within this area.</li> </ul>
<p>Community choices responses and stakeholder engagement</p>	<p>Respondents were apprehensive about the impacts of development on Ongar Castle (a Scheduled Monument), the Conservation Areas, and on other heritage assets in and around the town.</p> <p>The ethos and character of the High Street should be preserved. A design statement should be adopted and any development sites should be respectful of such a statement.</p> <p>Further provision for tourism relating to existing historic assets should be made. In particular, the tourism and heritage potential for the Essex Way footpath should be recognised.</p>
<p><b>COMMUNITY FACILITIES</b></p>	
<p>Overview</p>	<p><b>Education</b></p> <p>There appear to be no major issues with regard to primary school places in Chipping Ongar. There are two primary schools located within the settlement:</p>

- Chipping Ongar Primary: surplus of 24 spaces in 2014/15. Estimated surplus of 3 by 2019/20.
- Shelley Primary: surplus of 78 spaces in 2014/15. Estimated surplus of 69 by 2019/20

There is also a primary school at High Ongar, reasonably nearby, although this currently has a deficit of school places. (*Source: Commissioning School Places in Essex 2015-20, Appendix 1a, 2015*)

After many years without a secondary school, the Ongar Academy opened to students in August 2015. Currently located in the Gables, the Academy aims to develop a new secondary school facility at Ongar Campus, Fyfield Road. The new academy provides a future net capacity of 600 spaces for a forecast roll of 516 by 2019/2020, leaving a surplus of 84 spaces. (*Source: Commissioning School Places in Essex 2015-2020*).

There is also an additional adult education centre located at the Gables. This offers classes in Accountancy, English, maths and various creative arts. (*Source: List of FE Institutions, Ofsted 2016*).

### Health

There are two GP practices within Chipping Ongar:

- The Ongar Surgery (1,797 patients)
- The Ongar Health Centre (10,338 patients)

(Source: NHS Choices, accessed 2016).

The Ongar Health Centre, built on the site of the old Ongar War Memorial & District Hospital, opened to the public in 2012. It provides a range of clinical services and GP care in addition to existing GP and pharmacy facilities in the Town.

The nearest hospital facilities include an Accident and Emergency Department at Princess Alexandra Hospital in Harlow (about 8 miles away) or Queen's Hospital in Romford (about 10 miles away).

NHS North Essex (responding via an agent to the Community Choices Consultation Document) stated that there is an overall patient list size and floorspace capacity deficit for GPs in Ongar. Their response also suggested that capital investment by developers would be required if large scale development took place in the town through Local Plan process. (*Source: Community Choices Consultation Responses*).

### Open Space

Chipping Ongar contains four allotments, which are all judged to be average in terms of quality:

- Moreton Road (Average)
- Moreton Road Private (Average)
- Castle Street (Average)
- Rodney Road (Average)

The accessibility of all three allotment sites is poor. Many plots at one site are

underused. There is a dumping issue. There are problems along pathways to Castle Street allotment with dog excrement. Three out of four sites are privately owned. (*Source: Epping Forest District Open Space, Sport and Recreation Assessment, 2012*).

There are five managed open spaces within Chipping Ongar, all of which are considered to be of average or good quality in the 2012 Open Space Assessment:

- Land between Acres Avenue and Queensway
- Land to the north of Longfields
- Cerizay Gardens
- Land to the north of St Peter's Avenue
- Manor Square

(*Source: Epping Forest District Open Space, Sport and Recreation Assessment, 2012*).

There are three cemeteries in Chipping Ongar, which range in quality:

- Ongar cemetery (average)
- St Peter's Church (good)
- St Martins Church (very good)

(*Source: Epping Forest District Open Space, Sport and Recreation Assessment, 2012*).

### **Recreation Facilities**

There are two informal recreation grounds at Love Lane Recreation Ground (good quality) and Shelley Park (very good quality). In addition, there are four children's playgrounds in Chipping Ongar: Shelley Park, Love Lane Recreation Ground, Cerizay Garden's Children's Play Area and Greensted Road. The first three are classified as good quality in the Open Space Assessment, whilst the latter scores average marks for quality. (*Source: Epping Forest District Open Space, Sport and Recreation Assessment, 2012*).

There are a large range of recreation and sports facilities in Chipping Ongar. Playing pitches are available at three different locations across the town:

- Ongar Sports and Social Club – home to 4 football clubs, the Ongar CC cricket club and Ongar Rugby Club.
- Ongar Leisure Centre – pitches are above average quality. Changing facilities provided within the leisure centre.
- Fyfield Sports and Social Club – large and well-tended recreation ground. Home to Shelley Royals Football club.

There is also a tennis club with outdoor courts at Love Lane, a golf club at Toot Hill, and two riding facilities. In addition, Ongar leisure centre offers a range of sporting facilities. One of 6 sports halls with community access in Epping Forest District, it achieves the highest qualitative score from users on quality of provision out of all 6 facilities. The facility contains an indoor swimming pool, and fitness facilities with 55 stations. Rated high quality compared to other facilities in the District. (*Source: Epping Forest District Open Space, Sport and Recreation Assessment, 2012*). The long term future of

	<p>Ongar Leisure Centre is in doubt as the District Council is examining the potential of developing a new Leisure facility at North Weald Bassett to replace the existing centres in Ongar and Epping. <i>(Source: Officers Workshop).</i></p> <p>All areas within the settlement are within 10 miles drive of turf pitches, sports centres, swimming pools and tennis courts. <i>(Source: Epping Forest District Open Space, Sport and Recreation Assessment, 2012).</i></p> <p>There are a number of village halls and community centres in Chipping Ongar, including Budworth Hall, St Martin's Church Rooms, St James Church Rooms, and the United Reform Church Hall. <i>(Source: Epping Forest District Open Space, Sport and Recreation Assessment, 2012).</i></p>
Community choices responses and stakeholder engagement	<p>A number of consultees expressed concerns about the impacts of development on existing utilities and services in the town. Respondents were generally concerned about the lack of a secondary school in Ongar. Some stated that further development would mean a higher population, and thus more pupils needing to travel a reasonably long way to a secondary school. This issue has largely been addressed by the opening a new Free School in Ongar in August 2015 (The Ongar Academy) and its proposed relocation to the Gables to be completed by 2017.</p> <p>Should development be proposed in the north, east of Shelley, community space should be provided within the development to cater for the needs of new residents.</p>

## C2.2 Epping

<b>1. VISION AND OVERVIEW</b>
<b>VISION</b>
<p><b>Proposed Vision</b></p> <p>Epping will continue to thrive as one of the main centres in the District, providing excellent community facilities, services and transport connectivity. Its existing assets and social infrastructure make it a good location for development; however the need to protect the existing character of this historic market town is of importance.</p> <p>Maximising Epping’s excellent surrounding landscape and Green Belt, opportunities to improve green networks and connectivity across the town will be optimised. Epping will continue to have a lively Town Centre, with a mix of independent and national retailers as well as other main town centre uses. Local business and start-up enterprises will be encouraged to ensure that the town maintains a strong employment base.</p>
<b>OVERVIEW OF SETTLEMENT</b>
<p>Epping is located broadly in the centre of the District, to the north of the M25 and west of the M11. Designated as a Town in the Settlement Hierarchy Technical Paper (2015), it has a population of almost 12,500 people.</p> <p>The settlement is served by the Central Line providing services to London. There are also a number of bus services that connect Epping to Harlow, Chelmsford, Loughton and beyond.</p> <p>The Green Belt surrounds the urban area of Epping on all sides. It provides a series of gaps that are important in maintaining separation with neighbouring Theydon Bois and Waltham Abbey.</p> <p>The settlement provides a range of facilities, including schools and health care facilities. The only general access hospital (no Accident and Emergency) in the District is located to the north east (St Margaret’s Hospital).</p> <p>The main retail centre in Epping is Epping High Road, which provides a number of shops, restaurants and associated facilities, with both independent and national anchor stores.</p> <p>There are two Conservation Areas in Epping, and a large number of nationally listed buildings, many of which are located in the more rural areas of the settlement. Within the main retail centre, there are two Grade II* listed buildings: the Church of St John the Baptist and Epping Place.</p> <p>In October 2014, approval was given for the designation of Epping Town as a Neighbourhood Plan Area. Work is on-going on the Neighbourhood Plan, following initial consultation with the community in Spring 2016.</p>
<b>KEY ISSUES</b>
<ul style="list-style-type: none"> <li>● Site visits showed a number of cars parked on residential streets around the Central Line station, which suggests a problem with off-peak station users parking in residential streets. There is evidence of commuters from outside the area driving to Epping to park at the station.</li> <li>● There is a significant development opportunity within the St John’s Road Opportunity Area, which is guided by the St John’s Road Development Brief (2012).</li> <li>● The Green Belt surrounds the urban area of Epping on all sides. It provides a series of gaps</li> </ul>

that are important in maintaining separation with neighbouring Theydon Bois, Waltham Abbey, Upshire and North Weald Bassett.

- There are problems with congestion due to non-local traffic from the M11 and M25. The capacity of existing transport, particularly local bus services, is in need of improvement.
- There are two primary schools located within the settlement, however both are near or at capacity and unable to increase their levels of attendance significantly. Any significant housing development may require a new primary school. The same can be said for the health care facilities in the area.
- The preservation of Epping as a historic market town is of high importance.
- Epping provides a good range of local employment opportunities.

## POPULATION

Ward name	Population at 2011 Census	Area of ward (hectares)	Population density (people per hectare)
Epping Hemnall	6,192	473	13.1
Epping Lindsey and Thornwood Common	6,238	796	7.8
Total	12,430	1269	9.8
Number of LSOAs in ward in 10% most deprived nationally	None.		
Demographic Profile	<p>Approximately 19% of the population of Epping are aged 18 or under, which is below the average for the District (22%), and the national average of 24%. This compares to a population who are aged 65 and over of almost 21%, above the average for the District (18%) and the national average of 16%.</p> <p>With regard to employment, almost 81% of the residents aged 16-74 are economically active. This is above the District average (79%) and the average for England (77%). (<i>Source: Census 2011, ONS</i>).</p>		

## 2. SUITABILITY OF THE SETTLEMENT FOR GROWTH AND THE FUTURE OF THE TOWN CENTRE

### OPPORTUNITIES

- Epping is one of the largest settlements in the District, and its town centre is one of the six main centres within the District. It provides a good range of local and national retailers, and the High Road is home to a mix of comparison and convenience retail. (*Source: Settlement Hierarchy Technical Paper, 2015; Site Visits, July 2016*).
- There is significant planned development within the St John's Road Opportunity Area, which could include a new supermarket, cinema, restaurants and a hotel, in line with the St John's Road Development Brief (2012). The Epping Centre and Junior School remain large vacant properties, and there was evidence that a developer was currently being sought to

explore the opportunity.

- There is an opportunity to enhance green infrastructure, and to improve the public realm and reduce traffic congestion along the High Street.

## WEAKNESSES

- Site visits showed a number of cars parked on residential streets, which suggests a problem with off-peak station users parking on residential streets. There is also evidence of commuters from outside Epping parking at the station, putting pressure on capacity. Parking restrictions around the station cause issues for parking in the settlement, and many residents now use front gardens for cars. (*Source: Town Centre Study, 2010; Site Visits, July 2016*).
- There are two primary schools located within the settlement, however both are near or at capacity and unable to increase their levels of attendance significantly. Any significant housing development will likely require a new primary school. There have been attempts to expand Epping Primary School, although these encountered issues due to its location in the Green Belt, the cost of expansion and the existing configuration of buildings. (*Source: Notes from officers Working Group, 2016*).
- There are two GP practices within Epping. Concerns have been raised in relation to the impact of any growth on school and health centre capacities. The two health centres have a patient capacity deficit of nearly 4,100 and therefore any additional development will have severe impacts in this area. (*Source: Community Choices Consultation Responses*).
- The High Street often experiences traffic congestion at peak times, and there is a perception that public realm and pedestrian movement is constrained and that public realm could be improved.

## STRENGTHS

- There is good public transport accessibility in the settlement, with a Central Line station and good bus provision to surrounding settlements.
- Good pedestrian infrastructure is evident in Epping centre, compared to other centres in the District. In particular, there are a good number of pedestrian crossings available to allow safe crossing of streets. (*Source: Site Visits, July 2016*).
- The majority of Epping falls within Flood Zone 1 and is therefore not at significant risk of flooding within much of the settlement. (*Source: Environment Agency mapping, accessed June 2016*)
- Epping is well provided for with regard to recreation facilities. There are a total of four informal recreation grounds, a number of children's playgrounds and also a range of playing pitches and sports clubs.
- There are two Conservation Areas in Epping: Bell Common and Epping. The Heritage Asset Review suggested the expansion of both. Epping is also designated as a Historic Town. There are 98 listed buildings in the wider settlement of Epping, many of which are located in the more rural areas of Epping Upland and Epping Green, and the majority are Grade II listed.

## THREATS

- In recent years Epping has noticed a shift in upper floor uses along the High Street, from office to residential uses. The penetration of residential uses into the above-ground units may result in loss of non-retail, quality employment.
- Objections were raised by a number of respondents to some of the opportunity areas identified in the Community Choices Consultation (areas EPP-B and D), with specific concerns about the environmental impact of development in these areas. There were strong concerns over the loss of areas used by residents for recreation, and impacts on wildlife and protected trees. There were also specific concerns regarding the potential increase of traffic on Lindsey Street and Bury Lane and the potential impact on Swaines Green local wildlife site. (*Source: Community Choices Consultation Responses Report, 2014*).
- Development coming forward at the St John's Road site may have implications for existing retailers on the High Street such as Marks & Spencer, which evidence suggests is already under-trading.

<b>3. TOPIC SPECIFIC INFORMATION</b>	
<b>HOUSING</b>	
<b>Overview</b>	<p>The Community Choices Consultation explored a number of broad potential locations for growth. These included a range of sites to the north, east and south of the settlement, including: the St John’s Road Area (currently vacant), Epping Sports Centre, and land at Bower Hill Industrial Estate. The SLAA provides further details of Officer identified and independently promoted sites within the District which may be suitable for residential development.</p> <p>The Settlement Capacity Study identified 19 additional potential sites which were put through the SLAA 2016 and subsequently assessed through the site selection process. These included a number of small sites, including part of the car park at Epping Station (1.58ha), as a potential option for residential-led mixed use development. <i>(Source: Settlement Capacity Study, May 2016).</i></p> <p>This work has informed the site selection process which is looking in more detail at the most appropriate locations and sites for development.</p> <p>The Stage 1 Viability Assessment (2015) found that there are a wide range of residential values across Epping and variation appears at a street by street level. Overall, residential values appear to be lower in Epping Lindsey with the average cost per sqm of house between £4,250 and £4,750. Residential values appear to be higher in Epping Hemnall with the average cost per sqm of house between £4,750 and £5,250. <i>(Source: Stage 1 Viability Assessment, 2015).</i></p>
<b>Community choices responses and stakeholder engagement</b>	<p>There is a preference within the District as a whole to concentrate residential development in the area around Epping and North Weald Bassett, to develop existing communities in these areas.</p> <p>Provision of housing that is attractive to young families (2-3 bed homes) is a priority in Epping to ensure smaller units do not dominate. The provision of adequate social and affordable housing is also vital to ensure a good range of accessible housing units in the settlement.</p> <p>A total of 77% of respondents felt that opportunities for growth identified in the Community Choices Consultation Document were not right for Epping.</p> <p>However, many respondents acknowledged the need to provide homes in the town to cater for new and existing residents. It was suggested that any larger growth areas might be best located north of the high street rather than spreading the town yet further to the south and down towards the noise environment of the M25.</p> <p>There is pressure within Epping for larger family homes to be converted to smaller units and flats. These are not popular with the Council but have been allowed due to residential need in the area. There is, therefore, a need to provide more large homes to ensure local families can continue to live in the area.</p>

**ECONOMIC DEVELOPMENT**

<p>Overview</p>	<p>The Employment Land Review (2010) identified several employment sites in Epping which may have potential for development. These included:</p> <ul style="list-style-type: none"> <li>● (58-62 Bronte House, High Street</li> <li>● 117 - 323 High Street Epping</li> <li>● Bakers Lane, Epping - central car park and buildings form perimeter block.</li> </ul> <p>Epping has some existing identified employment land that has been identified:</p> <ul style="list-style-type: none"> <li>● The Local Plan 1998 Updated by Alterations 2006 identified three existing employment sites: Falconry Court (EMP-0011); 54 Centre Drive (EMP-0012); and Bower Hill Industrial Estate (EMP-0013).</li> <li>● The Employment Land Review 2010 identified two existing sites: 65-75 High Street (ELR-0089); and land at Coopersale Hill (ELR-0091).</li> </ul> <p>The Council will be undertaking further work to enable specific employment allocations to be identified within the Local Plan, and to further consider opportunities to intensify and extend existing sites where appropriate.</p> <p>Employment uses are an important element of Epping town centre, and a number of the upper floors along the High Street are made up on office and non-retail/residential uses. The Community Choices Consultation set out an ambition to grow these small-business uses in the Epping Area. This includes the need to:</p> <ul style="list-style-type: none"> <li>● Plan for business premises tailored to small/start-up businesses, including for rental space, business units and serviced office space;</li> <li>● Plan for proportionately more employment development to include smaller units; and</li> <li>● Allow the use of part of a home or outbuildings such as sheds in gardens, for workspace.</li> </ul> <p>In recent years Epping has noticed a shift in upper floor uses along the High Street, from office to residential uses. The penetration of residential uses into the above-ground units may result in loss of non-retail, quality employment.</p>
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<p>Community choices responses and stakeholder engagement</p>	<p>There is a desire to preserve existing light industrial uses provided at sites such as Epping Dene and Flux’s Road.</p> <p>Emphasis should also be placed on encouraging small start-up businesses. Smaller business units should be provided in the settlement to allow business to “move-up” and expand.</p> <p>Consultees generally agreed that the town of Epping provides a good range of local employment opportunities, with a large number of office development within the town centre, retail units and the hospital.</p> <p>Responses to the Community Choices Consultation suggested that the increase in residential development proposed in Epping would need to be matched with adequate and appropriate employment development to ensure new and existing residents don’t suffer economically.</p>
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<b>TOWN CENTRE</b>	
<b>Overview</b>	<p>Epping is designated as a Town in the Settlement Hierarchy Technical Paper (2015) and is considered to be one of the main centres within the District. The main retail centre is located along Epping High Street, which was identified in the 2015 Town Centre Survey to provide 1,699 metres of retail frontage. The 2010 Town Centre Survey designated the boundary of the Town Centre at Beech Place running up to Grove Lane. Site visits in July 2016 suggested that this remains a sensible boundary for the town centre of Epping.</p> <p>Shops in Epping tend to be larger in terms of unit size than those seen in other town and settlement centres in the District. There are a number of multiple retailers evident on the high street, including: Marks and Spencer's, Starbucks, Boots, Next, Tesco, WH Smiths, Pizza Express and Café Nero. The centre was found to have a 'middle market' position in 2010, indicating a good quality retail offer (<i>Source: MHE index 2008 in Town Centre Study 2010; Source: Site Visits, July 2016</i>).</p> <p>In May 2009, there was only one vacant unit in Epping Town Centre, representing 0.42% of all units. This was a very low vacancy compared with the national average of 11.7%. A 2015 Town Centre Survey confirmed this finding and found that vacancy in the main shopping area of Epping remained low at only 2.07% of the total of 1,273 metres of retail frontage. Those units which were vacant were A1 uses. Site visits in July 2016 showed a slight increase in the number of vacant units along the main High Street, with 8 vacant units identified. All these units were noted on the eastern side of the High Street, which suggests greater prosperity for shops on the west of the High Street. (<i>Source: Town Centre Study, 2010; Town Centre Survey, 2015; Site Visits July 2016</i>).</p> <p>There is evidence of a small evening economy with a scattering of bars and restaurants in the main retail centre. Restaurants (A3) occupied 14 units in 2009, 8.97% of all units. This had increased quite significantly to 21 units in 2015 13.46% of all units. (<i>Source: Town Centre Survey Data, 2015; and Settlement Technical Paper, 2015</i>).</p> <p>The 2010 Town Centre Study identified a major opportunity area in the form of St John's Road. In 2012, a draft development brief was published for the area to guide its development. The St John's Road area is located to the north west side of Epping High Street. It covers the site of a number of derelict and no vacant buildings, as well as some currently still in use:</p> <ul style="list-style-type: none"> <li>• Epping Hall (Town Council owned) – underutilised and could form part of any redevelopment.</li> <li>• Epping Junior School (Essex CC owned) – vacated and provides main opportunity. School moved to new location.</li> <li>• Epping Centre (Essex CC owned) – also known locally as the centre point building – locally listed by vacant.</li> <li>• Library and Registry Office (Essex CC owned) – poor frontage and garages at the rear not in use.</li> <li>• Church &amp; Church Hall (owned by St John the Baptist church).</li> <li>• A depot on the main high road (owned by EFDC) – could be relocated.</li> </ul> <p>The development brief for the area envisages a mixed-use development,</p>

	<p>integrating retail and community uses on the ground floor, and office and residential space on the upper floors. There is also a suggestion that a hotel may be suitable for the area. The historic character of the area, within the Conservation Area and including St John’s Church will also be important in any development. <i>(Source: Town Centre Study, 2010; Development Brief for St John’s Road, 2012).</i></p> <p>A site visits in July 2016 suggested that no comprehensive redevelopment had begun in the area. The Epping Centre and junior school remain large vacant properties, and there was evidence that a developer was currently being support to explore the opportunity. However, a development partner has now been found, which will see the development of a new supermarket, cinema and restaurants within the St John’s Road Opportunity Area. This development represents a significant opportunity for the Town Centre; however there are also implications for existing retailers on the High Street.</p>
<p>Community choices responses and stakeholder engagement</p>	<p>Any new development should be considered in terms of its impact on the vitality of the town centre. Epping High Road should remain the retail hub and heart of the town, and existing businesses should be supported and enhanced by any additional development.</p>
<p><b>TRANSPORT</b></p>	
<p>Overview</p>	<p><b>Public Transport</b></p> <p>There are 16 bus services linking Epping to the other five centres in the District as well as Chelmsford, Harlow, Romford and London. There are over 200 arrivals/departures daily connecting Epping to Ongar, Chelmsford, Harlow, Waltham Abbey, Brentwood, Shenfield and Loughton. (Routes include: 7, 19, 213, 339, 541, SB05, SB06. School Routes: 213C, 383). The frequency os buses depends on the service, but at peak hour there are buses every 10 minutes. <i>(Source: <a href="http://www.traveline.info/">http://www.traveline.info/</a>).</i></p> <p>Epping Underground Station services the settlement via the Central Line. There are concerns regarding the available capacity of the Central Line in the District as a whole to cater for the growth proposed including that in Epping . This will be an important consideration for development options in and around Epping. <i>(Source: Settlement Hierarchy Technical Paper, 2015).</i></p> <p><b>Road</b></p> <p>The main arterial route through the town is the B1393 (Epping High Street) which provides access to the M11 motorway to the north and the towns of Waltham Abbey, Chingford and Loughton to the south. Other B roads link the town to settlements in the northeast and northwest, which include the B181 which links with North Weald Bassett to the northeast and the B181 and B182 which link with villages to the northwest including Epping Green.</p> <p>Site visits in July 2016 indicated significant traffic congestion in and around Epping. This was particularly evident at the eastern edge of the main retail centre due to traffic lights on the High Street. Congestion is particularly an issue during peak times as commuters travel into and out of Epping for work.</p>

	<p><b>Walking and cycling</b></p> <p>Good pedestrian infrastructure is evident in Epping, compared to other settlements in the District. In particular, there are a good number of pedestrian crossings available to allow safe crossing of street users. Pavements are wide, well-kept and continuous along both sides of the High Street. <i>(Source: Site Visits, July 2016).</i></p> <p>There was little evidence of cycle infrastructure at the London Underground station, and the roads running through the main settlement areas did not appear to have obvious designated cycle routes and/or parking. <i>(Source: Site Visits, July 2016).</i></p> <p><b>Car parking</b></p> <p>There is good parking provision for private car users throughout Epping. Main public car parks are noted at Bakers Lane (141 spaces), Buttercross Lane (behind the District offices) (28 spaces short stay) and Cottis Lane (213 spaces). There are also a series of short-stay on street parking spaces along the High Street. <i>(Source: Town Centre Study, 2010; Site Visits, July 2016).</i></p> <p>In addition, the Epping Underground station car park has space for 518 cars. However, site visits showed a number of cars parking on residential streets, which suggests a problem with off-peak commuter parking on residential streets after controlled parking hours. <i>(Source: Town Centre Study, 2010; Site Visits, July 2016).</i></p>
<p>Community choices responses and stakeholder engagement</p>	<p>In recent years Epping has noticed a shift in upper floor uses along the High Street, from office to residential uses under permitted development rights. As a result, adequate parking for these new residential units is not being provided and may be contributing to congestion on streets off the main thoroughfare.</p> <p>A number of respondents objected fundamentally to development in Epping due to existing problems of congestion and the capacity of existing transport services to cater for growth.</p> <p>Issues around parking were also raised by a number of consultees, with particular reference to constraints at the underground station. Respondents noted the use of nearby residential streets as overflow parking for commuters.</p> <p>In considering the provision of additional development at North Weald Bassett, consideration should be given to the impact on Epping transport in terms of congestion, public transport and importantly parking.</p> <p>There is a need to improve station access with regard to buses. In particular, bus interchanges need investment to provide a larger number and frequency of buses to support ever growing demand at the station.</p> <p>While there are a number of car parks in the settlement, consultees have raised complaints that these can become full at peak times.</p>

<b>ENVIRONMENT</b>	
Overview	<p><b>Environmental designations</b></p> <p>Epping Forest, which is situated in two blocks to the northeast and southwest of Epping and Coopersale consists of Ancient Woodland and is protected by a Special Area of Conservation (SAC) and Sites of Special Scientific Interest (SSSI). In addition, there are several smaller blocks of Ancient Woodland, including Griffins Woods, Redyns Wood and Hawkshill Wood scattered around the settlement of Epping. There are a number of TPOs around the settlement and veteran trees are scattered within the settlement fringes of Epping and Coopersale which are key landscape and historic features. (Source: SELSS, 2011).</p> <p>There are several Local Wildlife Sites scattered within the landscape setting of Epping. These include:</p> <ul style="list-style-type: none"> <li>• Bell Common/Ivy Chimneys – an area of established grassland and secondary broad-leaved woodland;</li> <li>• Swaines Green - a mosaic of grassland, scrub, young broad-leaved woodland, hedgerows and the adjacent length of an ancient green lane (Bolt Cellar Lane)</li> <li>• Wintry Wood, Lindsey Street – a site which primarily consists of Pedunculate Oak woodland with Hornbeam coppice. There is also both mature and coppiced Ash.</li> </ul> <p>(Source: Local Wildlife Sites Review, 2010)</p> <p><b>Flood Risk</b></p> <p>There are two narrow floodplains that surround a small stream to the southeast and the course of Cobbin’s Brook to the northwest of Epping. (Source: SELSS, 2011).</p> <p>The majority of Epping falls within Flood Zone 1 and is therefore not at significant risk of flooding, particularly within the main settlement. However, Flood Zone 2 and 3 cover some parts of the settlement to the southeast along Stewards Green Road and also to the north along Wintry Wood. (Source: Environment Agency mapping, accessed June 2016)</p> <p><b>Air Quality</b></p> <p>There is an Air Quality Management Areas (AQMA) at Bell Vue Common at the south west of the town. This was declared as the area is subject to traffic pollution causing high nitrogen dioxide levels. (Source: DEFRA website on AQMA)</p> <p>In addition, the Epping High Street AQMA was declared in 2010 on the basis of modelling information. This was then revoked in 2011 on the completion of diffusion tube monitoring, which confirmed that nitrogen dioxide were below the air quality objective. (Source: 2014 Air Quality Progress Report for: Epping Forest District Council).</p>

	<p><b>Energy Consumption</b></p> <p>The Carbon Reduction and Renewables study identified Epping as having one of the highest user of non-domestic electricity and domestic gas use in the District. <i>(Source: Epping Forest District Carbon Reduction and Renewables Study, 2013)</i></p>
<p>Community choices responses and stakeholder engagement</p>	<p>Objections were raised by a number of respondents to some of the opportunity areas identified in the Community Choices Consultation document, with specific relation to the environment. There were strong concerns over the loss of areas used by residents for recreation and impacts on wildlife and protected trees. There were also specific concerns raised regarding the potential increase of traffic on Lindsey Street and Bury Lane and potential impact on Swaines Green local wildlife site.</p>
<p><b>LANDSCAPE</b></p>	
<p>Overview</p>	<p>Epping is surrounded by several different Landscape Character Areas. The broad wooded ridge of Epping Forest District (Landscape Character Area D2) extends south-westwards from the settlement edge, whilst to the north-east, Lower Forest to Beachet Wood Ridge (Landscape Character Area D2) surround the settlement edge. To the northwest, of the town. To the southeast, Coopersale (Landscape Character Area G1) and Theydon Garnon (Landscape Character Area G2) Wooded Ridges and Valleys provide the setting the settlement edge.</p> <p>The Landscape Character Areas are described as follows:</p> <p><i>The north-western fringes of Epping encompass a patchwork of medium to large-scale fields lined with hedgerows and interspersed with blocks of woodland. At the northern edge of the town, dense woodland within the Lower Forest provides a sense of enclosure at the settlement edge. The eastern edge of the settlement is characterised by small to medium sized, predominantly arable fields, which are lined with mature hedgerows. The corridor of the tube line also runs southwest-northeast across this area, lined with mature deciduous trees. Small blocks of woodland further contribute to the sense of enclosure within this area.</i></p> <p><i>The southern fringe of the town is characterised by large-scale fields which are lined with mature hedgerows. The route of the M25 motorway crosses these fields and disturbs the sense of tranquillity within this area. The road corridor creates a visual and physical barrier between fields at the southern edge of the town and other arable fields to the south. At the south-western corner of the settlement, the large expanse of woodland within Epping Forest provides a sense of enclosure. At this point, the route of the M25 is within a tunnel.</i></p> <p><i>(Source: Epping Forest District Landscape Character Assessment, 2010)</i></p> <p>Assessment of landscape sensitivity shows that all landscape sensitivity areas are of high or moderate sensitivity and therefore not suitable for development, except for area to the south of Epping which is considered low sensitivity and may be suitable for development subject to further assessment work. <i>(Source: Settlement Edge Landscape Sensitivity Study, 2011).</i></p>

Community choices responses and stakeholder engagement	<p>Concerns have been expressed in relation to the opportunity areas for growth suggested in the Community Choices Consultation, and their potential result in the loss of agricultural land.</p> <p>In specific relation to accessing landscape, the opportunity to make Theydon Grove Pond area accessible should be considered.</p>
<b>GREEN BELT</b>	
Overview	<p>The Green Belt surrounds the urban area of Epping. It provides a series of gaps that are important in maintaining separation with Theydon Bois and Waltham Abbey in particular. <i>(Source: Stage 1 Green Belt Assessment)</i></p> <p>Thirteen of the parcels assessed in the Stage 1 Green Belt Assessment are adjacent to, or in proximity to Epping. These are assessed against each of the Green Belt purposes, as follows:</p> <ul style="list-style-type: none"> <li>• DSR 010 West &amp; North West of North Weald Bassett – performs strongly on purpose 3</li> <li>• DSR 041 East of Theydon Bois – performs strongly on purpose 3</li> <li>• DSR 043 North of Theydon Bois – performs strongly on purposes 2 and 3</li> <li>• DSR 044 South West of Epping – performs strongly on purpose 3</li> <li>• DSR 045 South East of Epping – performs strongly on purpose 3</li> <li>• DSR 046 East of Epping – performs strongly on purpose 3</li> <li>• DSR 047 Mill Mound - East of Epping – performs strongly on purpose 3</li> <li>• DSR 048 East of Coopersale – performs strongly on purpose 3</li> <li>• DSR 049 North East of Epping – performs strongly on purpose 3</li> <li>• DSR 050 North, East and South of Thornwood – performs strongly on purpose 3</li> <li>• DSR 054 Epping Forest – East of Epping New Road – performs strongly on purposes 2 and 3</li> <li>• DSR 069 East of Waltham Abbey &amp; West of Epping – performs strongly on purpose 3</li> <li>• DSR 070 North West of Epping – performs strongly on purposes 3 and 4</li> </ul> <p>A number of sub-parcels were taken forward to Stage 2 of the Green Belt review. Thirteen of these directly abut the current settlement. The resultant harm to the Green Belt purposes if each parcel were released is deemed to be as follows:</p> <ul style="list-style-type: none"> <li>• Parcel 044.1 – Very High</li> <li>• Parcel 044.2 – Very High</li> <li>• Parcel 045.1 – Very High</li> <li>• Parcel 045.2 – Very High</li> <li>• Parcel 046.1 – High</li> <li>• Parcel 046.2 – Very High</li> <li>• Parcel 047.1 – High</li> <li>• Parcel 049.1 – High</li> <li>• Parcel 069.3 – Very High</li> </ul>

	<ul style="list-style-type: none"> <li>● Parcel 070.1 – Very Low</li> <li>● Parcel 070.2 – Moderate</li> <li>● Parcel 070.3 – High</li> <li>● Parcel 070.4 – High</li> </ul> <p>(Source: Stage 2 Green Belt Review, 2016)</p>
<p>Community choices responses and stakeholder engagement</p>	<p>Many comments objected fundamentally to any development in the Green Belt around Epping, some of these going further to suggest that there should be no development in Epping at all. There was a feeling amongst many responders, however, that brownfield development would be generally acceptable if it prevents or reduces the amount of Green Belt land that will need to be released.</p> <p>There is strong opposition to any development within the Green Belt, and a preference for the development of brownfield land in the settlement, including:</p> <ul style="list-style-type: none"> <li>● Bower Hill industrial site</li> <li>● Centre Ave</li> <li>● St Johns Road</li> <li>● Randalls Yard, Thornwood</li> <li>● Popplewells, Thornwood</li> <li>● Sport Centre (if re-provided)</li> </ul> <p>The protection of the Green Belt between Epping and Thornwood, and Theydon Bois and Epping is a paramount issue, with concern that development at Epping could cause conurbation and a coalescence of settlements to be created.</p>
<p><b>HERITAGE &amp; TOWNSCAPE</b></p>	
<p>Overview</p>	<p><b>Conservation Areas</b></p> <p>There are two Conservation Areas in Epping: Bell Common and Epping. Bell Common Conservation Area encompasses the open green space of Bell Common as well as all the buildings which surround it and was originally designated in 1985. Epping Conservation Area covers the main high street in Epping, and some of the St John’s opportunity area. <i>(Source: Epping Forest District Council Website).</i></p> <p>The Heritage Asset Review suggested the expansion of the Bell Common Conservation Area, to incorporate a row of good quality late 19th/early 20th century properties. Relating to Epping Conservation Area, the review suggested that the boundaries be increased to include a small number of traditional 19th century properties on Lindsey Street to the NW of the conservation area and a collection of late 19th/early 20th century housing which consists of high quality detached houses and superior terraces in the area at the junction of Nicholl, Hartland and Station Roads. <i>(Source: Heritage Asset Review, 2012)</i></p>

### Listed Buildings

There are 98 listed buildings in the wider settlement of Epping, many of which are located in the more rural areas of Epping Upland and Epping Green, and the majority of which are Grade II listed. Within the main settlement centre, there are two Grade II\* listed buildings: the Church of St John the Baptist and Epping Place. (Source: *Historic England Listed Building Mapping*, accessed July 2016).

There are 36 locally listed buildings which are of local architectural or historic interest. These are largely 18<sup>th</sup> and 19<sup>th</sup> century buildings and include a number of properties on the High Street, St John's Road and Station Approach. (Source: *Epping Forest District Local Listings*, accessed July 2016).

Epping is identified as Historic Environment Character Area 7 (HECA) 7 in the Historic Environment Characterisation Report (2016). This area comprises both the historic and modern town area of Epping. Within HECA 7, there are a number of historic environment character zones. These include:

- HECZ 7.1 Historic Epping - This zone comprises the medieval and post-medieval core of Epping. The majority of the zone is a Conservation Area and there are numerous Listed Buildings. There has been very little archaeological fieldwork in Epping to date, however excavation has established the survival of archaeological features and deposits dating from the medieval period onwards.
- HECZ 7.2 Bell Common - This zone comprises the area of Bell Common on the south-western side of the Epping urban area. It consists of the historic greenside settlement of Bell Common which is a Conservation Area, and an area of largely open space located between the Conservation Area and HECZ 7.5. The zone is characterised by its open nature, with green space, trees and relatively modest and spread-out building pattern giving it more of a rural than urban feel. There is a wide mix of building types, including a number of Listed Buildings, and a number of late 19th century Arts and Crafts Buildings.
- HECZ 7.3 Epping Hospital Area - This zone is located to the north of the Epping historic town, in the triangle of land between The Plain and the railway line. The zone is focussed on the former Epping Union Workhouse, now the site of the hospital. The remainder of the zone is a mix of housing, recreation grounds and open space.
- HECZ 7.4 Coopersale - This zone comprises the former Coopersale Common and hamlet, on the northern edge of the Epping urban area. There is a small group of Listed Buildings at the southern end of the zone, the remainder of the area is largely 20th century housing, with open space limited to the school grounds, the cricket ground and the allotments.
- HECZ 7.5 Modern urban expansion to Epping - This zone comprises the late 19th century and 20th century expansion of Epping. The oldest elements comprise post-medieval ribbon development, along the High Street, Lindsey Street and Palmers Hill, to the north and south of the historic town core. The remainder of the zone was developed in the second half of the 20th century. Dwellings comprise a mix of semi-detached and detached properties and some low rise flats.

	<ul style="list-style-type: none"> <li>• HECZ 7.6 Open spaces on west side of Epping - This zone is largely open in nature, comprising Epping Cemetery, the primary and secondary school grounds, the recreation ground and the allotment gardens. There is a small area of ribbon development along Lindsey Street which originates in the later post-medieval period. There has been little archaeological work in this area, however metal-detecting finds hint at Iron Age and Roman activity within the zone. <i>(Source: Historic Environment Characterisation Report, 2016).</i></li> </ul>
<p>Community choices responses and stakeholder engagement</p>	<p>A number of respondents raised concerns about the impact of significant development and growth in Epping upon the heritage character of the market town.</p> <p>Concerns were raised about the impact of any future development on the heritage assets in the town. In particular, any new development should be in-keeping with the heritage character of Epping and respect the Conservation Area within the settlement.</p>
<p><b>COMMUNITY FACILITIES</b></p>	
<p>Overview</p>	<p><b>Education</b></p> <p>There are a number of nursery schools within Epping settlement, including: Epping Montessori Nursery, Barley Barn Day Nurseries Ltd, Scribbles Pre-School, and Kids Unlimited.</p> <p>There are two primary schools located within the settlement, however both are near or at capacity and unable to increase their levels of attendance significantly:</p> <ul style="list-style-type: none"> <li>• Epping Primary School: no surplus in 2014/15. Estimated surplus of 1 by 2019/20.</li> <li>• Ivy Chimneys Primary School: surplus of 25 spaces in 2014/15. Estimated surplus of 3 by 2019/20.</li> </ul> <p><i>(Source: Commissioning School Places in Essex 2015-20, Appendix 1a, 2015)</i></p> <p>Any significant housing development will need new primary school places. There have been abortive attempts to expand the Epping Primary School, although this encountered issues due to its location in the Green Belt, the cost of expansion and the existing configuration of buildings.</p> <p>There is one public secondary school in Epping, the St John's Church of England (Voluntary Controlled) School. This school currently has a deficit of 146 spaces, meaning it is operating above capacity. This is due to decrease to a deficit of 98 spaces by 2019/20 but the school will still be operating at capacity. The school underwent redevelopment in 2013 with an £18m education facility. <i>(Source: Commissioning School Places in Essex 2015-20, Appendix 1a, 2015)</i></p> <p><b>Health</b></p> <p>There are two GP practices within Epping, which are both currently accepting new patients:</p> <ul style="list-style-type: none"> <li>• High Street Surgery (7,006 patients)</li> </ul>

- The Limes Medical Centre Branch (6,675 patients)

*(Source: NHS Choices, accessed 2016).*

The emerging IDP indicates that the Limes Medical Centre Branch is currently operating with capacity, whilst the High Street Surgery is over capacity. *(Source: IDP, 2016)*

There are also a range of dental surgeries: the Tooth Booth, Hawthorn Dental Practice, and MCCANN Dental Surgery on the High Street. *(Source: NHS Choices, accessed 2016).*

There are a number of pharmacies on Epping High Street and within the wider settlement: Boots Opticians, Aves Optometrists, Pryor & Clacher, Specsavers, D&A The Opticians, Lloyds Pharmacy, Boots UK Ltd, and the Co-Operative Pharmacy (Limes Medical Centre). *(Source: NHS Choices, accessed 2016).*

Epping is also home to the only general access hospital (no Accident and Emergency) in the District, in the north east of the settlement, St Margaret's Hospital. *(Source: Essex County Council Website).*

### **Open Space**

Epping contains a number of allotments, which tend to be considered of poor or average quality:

- Coopersale (average)
- Lower Bury Lane (average)
- Meadow Road (average)
- Copped Hall Estate (poor)
- Thornwood Road (poor)
- High Road (poor)
- Epping Green (average)

In 2012, several of the allotments were underused and dominated by unmaintained grassland and weeds. Parking for most sites is typically on residential side streets. Car parks, where they do exist, are gravel surfaced and uneven. *(Source: Epping Forest District Open Space, Sport and Recreation Assessment, 2012 and Site Visits July 2016).*

There are four cemeteries, which are largely considered to be only average in quality:

- Epping Cemetery (very good)
- The Old Rectory (average)
- Epping Upland All Saint's Church (average) – in Epping Upland
- Epping Upland Parish Council Burial Ground (average) – in Epping Upland

*(Source: Epping Forest District Open Space, Sport and Recreation Assessment, 2012).*

There are a number of managed open spaces within Epping, all of which were considered to be average or above average in quality:

- Epping Green (average)
- Land opposite junction between Station Road and High Street (average)
- Theydon Grove Pond (average)
- Land surrounded by Beaconsfield Avenue (average)
- Land surrounded by Beaconsfield Road (average)
- Land to the west of Coronation Hill (good)
- Land to the North of Lower Swains (average)
- Land to the west of Broadoaks (good)
- Land to the east of the Crescent (good)
- Land to the south west of the junction between Western Avenue and centre drive (average)
- Land to the north of Centre Green (good)

There are seven areas of woodland including semi-natural open space within Epping. These are:

- Gernon Bushes Nature Reserve (very good)
- Swaines Green (good)
- Bell Common (good)
- Civic Offices Pond (good)
- Epping Forest (very good) – in Epping Upland
- Millennium Garden (good) – in Epping Upland
- Stewards Green Lane (not audited)

(Source: *Epping Forest Open Space, Sport and Recreation Assessment, 2012*).

#### **Recreation Facilities**

Epping Forest District Open Space, Sport and Recreation Assessment, 2012 identifies that Epping is well provided for with regard to recreation facilities. There are a total of four informal recreation grounds (all of which are only average in quality):

- Frampton Road
- Lower Swaines
- Ivy Chimneys
- Brook Road

In addition, there are a number of children's playgrounds, which tend to have scored highly with regard to quality:

- Stonards Hill (very good)
- Parklands (average)
- Lower Swains Recreation Ground (average)
- Ivy Chimneys (good)
- Frampton Road (average)
- Epping Upland (good)

There are also a range of playing pitches and sports clubs which provide facilities for the settlement:

- Stonards Recreation Ground – home to Epping FC

	<ul style="list-style-type: none"> <li>• St John’s CoE school – home to Epping Athletic FC</li> <li>• Epping Cricket Club at Lower Bury Lane</li> <li>• Bell Common – home to Epping Foresters Cricket Club</li> <li>• Coopersale Cricket Club</li> </ul> <p>Epping Sports Centre and St John’s CoE School provide sports halls, although these appear to be lower in quality than other facilities elsewhere in District, particularly with regard to parking, changing facilities and disabled access. There appears to be no swimming pool in Epping settlement centre.</p> <p>All areas within the settlement are within 10 miles drive of turf pitches, sports centres, swimming pools and tennis courts.</p>
<p>Community choices responses and stakeholder engagement</p>	<p>Concerns were raised by a number of consultees in relation to the potential growth areas and their potential impact on school and health centre capacities. It was noted that the two health centres have a patient capacity deficit of nearly 4,100 and therefore any additional development will have severe impacts in this area.</p> <p>There are concerns that development will have an impact on school and health centre capacities which are already at capacity. In particular, medical services are constrained and there is a need to consider enhancing existing facilities to cater for new growth. Opportunities to enhance facilities at Stonard’s Hill should be explored.</p> <p>The introduction of new development into the area could help the council to provide demand for a new 6<sup>th</sup> form in the town, which has been an ambition for a while.</p>

## C2.3 Loughton

1. VISION AND OVERVIEW
<b>VISION</b>
<p><b>Proposed Vision</b></p> <p>Loughton will continue to be one of Epping Forest District’s major towns, providing a retail, employment and education hub that maximises its good public transport connectivity and proximity to Epping Forest and the forest-edge environment. Future development should maintain separation from neighbouring Theydon Bois, Buckhurst Hill and Chigwell.</p> <p>The main centre of Loughton High Road will be strengthened and supported to remain a successful retail centre with a range of services and facilities. Loughton Broadway will be the focus of enhancement and the new Retail Park at Langston Road will provide a complementary offer. Employment will continue to be supported through both out-of-centre sites such as Langston Road, and smaller scale employment provision within the settlement centre.</p>
<b>OVERVIEW OF SETTLEMENT</b>
<p>Loughton is located in the south of the District adjacent to Epping Forest. It is the largest settlement within Epping Forest District, with a population of over 30,000 residents. It is designated as a Town in the Settlement Hierarchy Technical Paper (2015).</p> <p>Loughton is served by two London Underground stations at Loughton and Debden, which provide regular services to London via the Central Line. The town also benefits from numerous bus services and a south facing slip entry road onto the M11.</p> <p>Loughton High Road, to the south-west of the settlement is the main retail and commercial centre in Loughton. A further commercial area, Loughton Broadway is located around Debden in the north-east. This area experienced major growth in the housing boom of the post war period. A new retail park is currently under construction at Langston Road.</p> <p>The majority of working residents within Loughton commute to London or surrounding areas for employment. However, the settlement is the primary employment centre within the District, containing the largest town centre and two main business areas, Langston Road and Oakwood Hill, both located in the Deben area.</p> <p>In June 2015, approval was given for the designation of Loughton as a Neighbourhood Plan Area. Work is on-going on the Neighbourhood Plan, and there has not yet been any formal consultation on its content.</p>
<b>KEY ISSUES</b>
<ul style="list-style-type: none"> <li>• There is strong education capacity with a large number of primary and secondary facilities, and the District’s only further education facility. There is an opportunity to build on this reputation as a hub for education within the District.</li> <li>• A lack of car parking provision across Loughton. Traffic congestion has also been identified as impediment to existing retail centres and local businesses. Significant transport congestion issues in parts of Loughton have been noted, specifically Loughton High Road, Langston Road, Rectory Lane and Chigwell Lane at peak travel times. Station parking is also insufficient, which has implications for residential areas.</li> <li>• The capacity of the Central Line is of great importance, and there is a need for links and integration with alternative public transport services. Bus routes along Loughton High</li> </ul>

Road are also in need of improvement.

- There is a need to improve access links, both pedestrian and vehicular, to Debden Station to maximise on the Central Line connectivity for Loughton Broadway. There are a number of routes in the area which might be appropriate as green routes for cycling and walking and these should be explored. The Rectory Lane cycle route is currently incomplete.
- Although a significant and positive opportunity, the introduction of the new retail park on Langston Road may have an adverse impact upon existing retailers. Any development in the area should therefore work to ensure existing businesses are not affected.
- Flood Zones 2 and 3 from the River Roding affect much of the south-eastern edge of the town. There is also an area of Flood Zones 2 and 3 which follows a water course around the north edge of the town.

## POPULATION

Ward name	Population at 2011 Census	Area of ward (hectares)	Population density (people per hectare)
Loughton Alderton	4,526	104	43.5
Loughton Broadway	4,233	239	17.7
Loughton Fairmead	4,317	77	56
Loughton Forest	4,353	262	16.6
Loughton Roding	4,706	122	38.6
Loughton St John's	4,359	568	7.7
Loughton St Mary's	4,612	140	32.9
Total	31,106	1,512	20.6
Number of LSOAs in ward in 10% most deprived nationally	None. Epping Forest District 013A on the eastern edge of the settlement is amongst the 20% most deprived neighbourhoods in the country. (Source: Indices of Multiple Deprivation Mapping - <a href="http://dclgapps.communities.gov.uk/imd/idmap.html">http://dclgapps.communities.gov.uk/imd/idmap.html</a> - Accessed June 2016).		
Demographic Profile	Approximately 25% of the population of Loughton are aged 18 or under, which is higher than the average for the District (22%), and in line with the national average. This compares to a population who are aged 65 and over of almost 16%, below the average for the District (18%), but in line with the national average.  With regard to employment, almost 77% of the residents aged 16-74 are economically active. This is lower than the District average		

	(79%) but in line with the average for England. (Source: Census 2011, ONS).
<b>2. SUITABILITY OF THE SETTLEMENT FOR GROWTH AND THE FUTURE OF THE TOWN CENTRE</b>	
<b>OPPORTUNITIES</b>	
<ul style="list-style-type: none"> <li>• There is significant education capacity, with a large number of primary and secondary facilities, and the District's only further education facility. There is an opportunity to build on this reputation as a hub for education within the District. (Source: <i>Commissioning School Places in Essex 2015-20, Appendix 1a, 2015</i>)</li> <li>• There are a large number of historic buildings within the settlement and three Conservation Areas. There is an opportunity to strengthen, protect and enhance the unique historic setting of Loughton.</li> <li>• The sensitive woodland area of Epping Forest which bounds Loughton to the west forms a significant landscape element within the western fringes of the settlements, whilst elsewhere within the fringes of the settlements, smaller blocks of woodland make a contribution to the local landscape character. (Source: <i>SELSS, 2011</i>).</li> <li>• Loughton Broadway has arguably the most scope for redevelopment of the six centres within the District. It is currently one of the smallest centres, although the Loughton Broadway Development Brief proposed modest redevelopment of up to 7,700 sqm gross A1-A5 floorspace by 2021.</li> <li>• In July 2012, planning permission was granted for a new retail park at Langston Road and construction has commenced on the development which is due to open in 2016. The application will see the redevelopment of 16,435 sqm (GIA) of predominately retail floor space, (including up to 1,000 sqm (GIA) of restaurant/café floorspace and up to 1,000 sqm of food retailing space), landscaping, car parking, ground remodelling works, retaining wall structures and two accesses off Langston Road. (Source: <i>planning application reference EPF/2580/10</i>).</li> <li>• There are a number of routes in the area which might be appropriate as green routes for cycling and walking and these should be explored.</li> </ul>	
<b>WEAKNESSES</b>	
<ul style="list-style-type: none"> <li>• There is a wide floodplain along the River Roding within the eastern fringes of Loughton and Buckhurst Hill and a smaller floodplain to the north within the northern fringes of Loughton. Flood Zones 2 and 3 from the River Roding affect much of the south-eastern edge of the town. There is also an area of Flood Zones 2 and 3 which follows a water course around the north edge of the town. (Source: <i>Strategic Flood Risk Assessment, 2014</i>).</li> <li>• Car parking provision has been identified as an impediment to existing retail centres and local businesses. Significant traffic congestion in parts of Loughton has been noted, specifically Loughton High Road, Langston Road and Rectory Lane, at peak travel times. (Source: <i>Community Choices Consultation Responses Report, 2014</i>).</li> <li>• Pockets of deprivation are apparent within the settlement and there is a large disparity between affluent areas and more deprived areas. (Source: <i>Indices of Multiple Deprivation Mapping - <a href="http://dclgapps.communities.gov.uk/imd/idmap.html">http://dclgapps.communities.gov.uk/imd/idmap.html</a> – Accessed June 2016</i>).</li> </ul>	
<b>STRENGTHS</b>	
<ul style="list-style-type: none"> <li>• Loughton has good public transport accessibility, with over 20 different bus services,</li> </ul>	

which connect Loughton High Road with Ilford, Waltham Cross, Walthamstow, Woodford Green, Woodford and other centres within the District. In addition, two London Underground stations (Loughton and Debden) connect the town of Loughton to the Central Line.

- Loughton High Road is a strong and successful centre. It benefits from a range of national multipliers and major retailers including Boots, WH Smiths, Superdrug, Sainsbury's, Morrison's and Marks and Spencer.
- Loughton is the largest employment centre in the District. Oakwood Hill Industrial estate has the largest number of employment premises with over 148 businesses located on site. It is a long-established industrial area, with good access to the M11 and close to Debden Central Line station. (*Source: The Epping Forest District and Brentwood Borough Employment Land Review, 2010*).
- Epping Forest Woodland is located near to the settlement, and provides Loughton with a significant nearby recreational amenity, alongside a network of more local open spaces.

### THREATS

- The introduction of new retail opportunities, particularly around Loughton Broadway and Langston Road may have an adverse impact upon existing retailers.
- The Stage 1 Green Belt Assessment confirms that within 2km of Loughton there is a limited amount of land remaining outside of the areas covered by absolute constraints. The protection of urban open spaces, as well as the Green Belt buffer between Theydon Bois and Buckhurst Hill is considered important. This is particularly due to its role in providing a gap between Loughton and Theydon Bois and Buckhurst Hill. (*Source: Stage 1 Green Belt Assessment*).
- Concerns were raised by a number of respondents with regard to the impact of the development of some of the potential growth opportunity areas upon Local Wildlife Sites and environmental designations. In particular, this issue was raised in relation to the potential redevelopment of Oakwood Industrial Estate. (*Source: Community Choices Consultation Responses Report, 2014*)

<b>3. TOPIC SPECIFIC INFORMATION</b>	
<b>HOUSING</b>	
<b>Overview</b>	<p>The Community Choices Consultation explored a number of broad locations for growth, which largely covered potential opportunity areas immediately adjacent or in proximity to Loughton Broadway. The SLAA provides further details of Officer identified and independently promoted sites within the District which may be suitable for residential development.</p> <p>The Settlement Capacity Study identified additional potential sites which were put through the SLAA 2016 and subsequently assessed through the site selection process. These largely consisted of a number of small sites in and around the settlement in sustainable locations (close to public transport infrastructure etc.). There were also two car park sites which were considered, one at Chigwell Lane and one at Algers Road. Four large sites in sustainable locations were also identified at the following locations:</p> <ul style="list-style-type: none"> <li>● Bridge House, Roding Road</li> <li>● Alderton Hall Lane</li> <li>● 28 Colson Road</li> <li>● 108 Goldingham Avenue</li> </ul> <p>This work has informed the site selection process which is looking in more detail at the most appropriate locations and sites for development.</p> <p>The Stage 1 Viability Assessment (2015) found that there are a wide range of residential values apparent across Loughton and Debden. Variation appears to be at a street by street level. In viability terms, Loughton has the potential to support reasonably significant affordable housing proportions (based on a target of approx. 40%) and CIL rates. However, certain ward areas in Loughton may require lower rates than the average for the District – particularly around Broadway and Fairmead where values are lower than typical for the District.</p>
<b>Community choices responses and stakeholder engagement</b>	<p>A number of consultees agreed that the use of garage sites for the provision of affordable housing could be appropriate should there be no demand for these facilities. It was also agreed that there is some land on the edge of Loughton settlement which would have potential for housing development.</p> <p>Overall, there was support for the growth of Loughton as one of the major centres in Essex of Harlow, Loughton and Waltham Abbey, where there are better employment opportunities and sustainable transport infrastructure away from the pressurised Central Line.</p> <p>The majority of respondents were supportive of some additional development in the town, particularly with regard to the provision of additional retail and employment space. Prioritising development on brownfield sites first was considered important as was selecting sites in close proximity to town centre amenities and transport links.</p> <p>The majority of respondents showed support for the growth opportunity development areas in and around Loughton with regard to housing provision. However, a number of residents were concerned about the impact of</p>

	<p>residential development on existing residential amenity.</p> <p>Some respondents suggested that residential uses were more appropriate for some of the opportunity areas identified for additional retail development. In particular these related to areas in proximity Debden station, with concerns about the impact of additional retail on existing provisions on the High Road and the Broadway.</p> <p>Emphasis should be placed on an appropriate mix of affordable and market housing, with the needs of first time buyers a prominent consideration.</p> <p>There is a need to recognise the aging demographic profile associated with the settlement through appropriate planning measures.</p> <p>There should be sufficient amenity space for all dwellings, with communal areas for flats and measures to design out crime and anti-social behaviour.</p> <p>There is potential for the conversion of some employment land adjacent to Debden Station into residential, and a number of housing development opportunities around the Broadway.</p>
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**ECONOMIC DEVELOPMENT**

<p>Overview</p>	<p>The Epping Forest District and Brentwood Borough Employment Land Review, 2010 notes that Loughton is home to the largest concentration of employment premises which are currently unallocated in the Local Plan 1998 Updated with Alterations 2006. These are predominantly office accommodation in the town centre. Premises are generally one storey of a two storey converted building along the high street, providing a mix of uses. The types of businesses are local such as financial advisers. Site visits in July 2016 confirmed that a number of the upper floors along Loughton High Road are used for employment uses, with one units identified as vacant.</p> <p>The Local Plan 1998 Updated with Alterations 2006 allocated: Oakwood Hill and Langston Road Industrial Estates (EMP-0002, EMP-0004), vacant land adjacent to Oakwood Hill Industrial Estate (EMP-0001), and former Council depot (EMP-0003). The Employment Land Review (2010) identified an additional seven existing employment sites: London Underground Power House (ELR-0082), Crossroads of Oakwood Hill Road and Valley Hill (ELR-0081), land at 17-23 Torrington Drive (ELR-0087), land at 143-149 and 100 High Road (ELR-0083), 11 Forest Road/184-194 High Road (ELR-0084), 82-90 Forest Road (ELR-0086) and 284 High Road (ELR-0085).</p> <p>The Council will be undertaking further work to enable specific employment allocations to be identified within the Local Plan, and to further consider opportunities to intensify and extend existing sites where appropriate.</p> <p>Oakwood Hill Industrial Estate has the largest number of employment premises with over 148 businesses located on site. It is a long-established industrial area, with good access to the M11 and is close to Debden Central Line station. The industrial park provides approximately 10% offices, 85% warehouse/distribution and 5% SME clusters. The site is occupied by some high profile companies occupying large premises, which includes the Bank of England and car dealerships (Vauxhall and Volkswagen). <i>(Source: The Epping Forest District and Brentwood Borough Employment Land Review,</i></p>
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	<p>2010).</p> <p>At Oakwood Hill, EFDC holds many freeholds. The Council is currently producing an Estates and Assets Management Strategy, which will look at longer term redevelopment and rationalisation of the assets including Council owned industrial estates. The stock here is ageing and much dates back to the 1950s and 1960s. There is potential for longer-term redevelopment here. (Source: HJA study 'Economic and employment evidence to support the Local Plan and Economic Development Strategy, 2015).</p> <p>Whilst the predominant land use in the Langston Road area is employment, there may be some scope for mixed-used or residential development along with employment land uses, particularly given the proximity of the area to key services and transport links. The redevelopment of the Debden Industrial areas has been identified in the <i>Community Choices</i> Paper and improvements to infrastructure provisions to facilitate additional employment opportunities will be under consideration throughout this plan-making process.</p> <p>In July 2012, planning permission was granted for a new retail park at Langston Road and construction has commenced on the development which is due to open in 2016. The permission will see the redevelopment of 16,435 sqm (GIA) of predominately retail floor space, (including up to 1,000 sqm (GIA) of restaurant/café floorspace and up to 1,000 sqm of food retailing space), landscaping, car parking, ground remodelling works, retaining wall structures and two accesses off Langston Road. (Source: <i>Planning Application reference EPF/2580/10</i>).</p>
<p>Community choices responses and stakeholder engagement</p>	<p>Some responses to the Community Choices Consultation suggested the need to prohibit further change of use on Langston Road to A1 (retail) and proposed re-using some existing employment land for housing; developing small-scale industry uses; and encouraging tourism through hotel provision.</p> <p>While new employment provisions are to be welcomed, there is concern about any adverse impacts on existing retail in the established Broadway retail centre. Local traders were against more retail development in the settlement suggesting that this might impact upon the success of existing facilities, particularly in the Broadway area.</p> <p>Appropriate anchor stores are required that complement the Broadway. The current Sainsbury's site may be an appropriate location for attracting new stores. There is also a need for additional tourism infrastructure in Loughton such as a hotel (NB – the Council is currently producing a study on visitor accommodation, which will explore these issues).</p> <p>Debden industrial area requires investment and upgrade to ensure it remains a key, competitive employment area for the District. Enhancements required include enhanced ICT such as broadband infrastructure and increased SME facilities / opportunities.</p>

<b>TOWN CENTRE</b>	
<b>Overview</b>	<p><b>Loughton Broadway</b></p> <p>Loughton Broadway, which sits adjacent to Debden station, is designated as a Town Centre in the Local Plan 1998 Updated with Alterations 2006, and a Small District Centre in the Town Centre Survey (2010).</p> <p>Loughton Broadway is well-defined, with a strong linear built form. The railway clearly divides the industrial zone to the south from the town centre. The centre's residential hinterland is low density, limiting the potential of the pedestrian catchment area. Debden is predominantly a two-storey residential area – but a three-storey retail and residential strip is evident along the Broadway. <i>(Source: Site Visits, July 2016).</i></p> <p>There is only one multiple retailer (Sainsbury's) within Loughton Broadway which acts as an anchor tenant to the centre. The centre was found to have a 'middle market' position in 2010, indicating a high quality retail offer <i>(Source: MHE index 2008 in Town Centre Study 2010).</i></p> <p>Preliminary findings from the town centre surveys suggested that Loughton Broadway had a large number of vacant units. The 2015 Town Centre Survey found that vacancy in the main Broadway area is high at 24% of the total of 582 metres of retail frontage. However, the majority of these vacant units were vacant due to their forthcoming demolition for the redevelopment of the Sainsbury's supermarket. Site visits in July 2016 suggested that there is now evidence of only two vacant ground floor retail units (post-office and jewellers. Nevertheless, qualitative assessment of frontages and fascia associated with retail provision on Loughton Broadway suggests that investment and regeneration is needed to boost this retail centre.</p> <p>Loughton Broadway has arguably the most scope for large scale redevelopment of the six Town Centres within the District. It is currently one of the smallest centres and the Loughton Broadway Development Brief proposed 'modest redevelopment' of up to 7,700 sqm gross A1-A5 floorspace by 2021. Already, development has been taking place within the Broadway: the Winston Churchill Pub site has been demolished and permission for residential redevelopment has been granted. In addition, there is evidence of works commencing at the Vere Road Opportunity Site for residential development (as identified in the 2010 Town Centre Study).</p> <p><b>Loughton High Road</b></p> <p>Loughton High Road is designated as a Town Centre in Local Plan 1998 Updated with Alterations 2006 and also in the Town Centre Survey (2010). It is one of Epping Forest District's main retail centres.</p> <p>Preliminary findings from the town centre surveys suggested that Loughton High Road is performing strongly with very few vacant units. In May 2009, there were nine vacant units in Loughton High Road accounting for 3.90% of floorspace. The 2015 Town Centre Survey found that vacancy in the main the total of 1,999 metres of frontage. Those units which were vacant were A1 uses. Site visits in July 2016 concurred with this finding, with only a small number of vacant ground floor shop units (including an old Blockbuster, Multi-York and auctioneers).</p>

	<p>Loughton High Road benefits from a range of national multiples and major retailers including Boots, WH Smiths, Superdrug, Sainsbury’s, Morrisons, Marks and Spencer and Dorothy Perkins. In May 2009, the comparison goods sector in Loughton High Road accounted for 33.6% of retail floorspace and was lower than the national average of 50%. Convenience goods outlets accounted for 30.0% of retail floorspace and this is much higher than the 16.7% national average. The reason is the larger size of the convenience outlets including Morrison’s (3,370 sqm), Marks and Spencer (1,300 sqm) and Sainsbury’s (4,150 sqm). (Source: <i>Town Centre Survey, 2010</i>).</p> <p>The Settlement Capacity Study (2016) looked at Loughton High Road and Loughton Broadway. Due to the lack of obvious development opportunities found as part of the study, a no change option is a possibility for Loughton High Road. However, a strategy of modest redevelopment is suggested for the centre for up to 7,400 sqm (gross) of A1-A5 uses up to 2021, assuming that a suitable site(s) in the town centre can be identified. It is suggested this is most likely to be achieved by means of an intensification of existing uses.</p> <p>There is evidence of the evening economy developing in Loughton at the High Road. This has brought with it both restaurants and bars which bring a vibrant character to the town centre through the day and evening, but also a number of take-away shops which present a shuttered frontage during the day. There is potential to maximise opportunities for providing a night-time economy for young people in Loughton, while ensuring the character of the area remains in the day.</p> <p><b>Langston Road</b></p> <p>In July 2012, planning permission was granted for a new retail park at Langston Road and construction has commenced on the development which is due to open in 2016. The application will see the redevelopment of 16,435 sqm (GIA) of predominately retail floor space, (including up to 1,000 sqm (GIA) of restaurant/café floorspace and up to 1,000 sqm of food retailing space), landscaping, car parking, ground remodelling works, retaining wall structures and two accesses off Langston Road. (Source: <i>planning application reference EPF/2580/10</i>).</p>
<p>Community choices responses and stakeholder engagement</p>	<p>Concerns were expressed in relation to a number of the opportunity areas identified for retail development, with some respondents claiming that the additional retail floorspace was unnecessary due to the high level of existing provision on the Broadway.</p> <p>Mixed used development representing employment uses, as well as market and affordable housing in Debden Broadway may be suitable, mirroring those views expressed in the Broadway Development Brief as part of an overall urban renewal/regeneration of the area. Opportunities to enhance and regenerate Loughton Broadway should be explored including the development of larger shops and greater mix of uses.</p> <p>The potential for the provision of a greater range of town centre uses in Loughton should be explored, to include the need for a hotel and better leisure facilities particularly for young people.</p> <p>Loughton is the largest retail centre for Epping Forest District and this should</p>

	<p>be enhanced and maintained. Opportunity for redevelopment on the west side of the High Road (around Compton Road) should be considered, including the provision of larger units and residential-led mixed uses.</p>
<p><b>TRANSPORT</b></p>	
<p>Overview</p>	<p><b>Public Transport</b></p> <p>Loughton is served by over 20 different bus services, which connect Loughton High Road with Ilford, Waltham Cross, Walthamstow, Woodford Green, Woodford and other centres within the District. In total there are 596 departures/arrivals from Loughton Tube Station and 181 from Debden Station (Routes: 20, 66, 167, 250, 255, 397, 542, 543. School/Limited Routes: 66B, 240, 251, 804). Frequency of buses is dependent on the service, but on average at peak hour there are buses approximately every 10 minutes at Loughton Station, and every 15 minutes at Debden Station.</p> <p>Two London Underground stations (Loughton and Debden) connect the town of Loughton to the Central Line. Site visits in July 2016 showed that Loughton station is easily accessible from Loughton High Road and is integrated into the Town Centre. On the other hand, Debden Station is poorly linked to Loughton Broadway, and is separated from the settlement centre by a large Sainsbury’s supermarket and busy A-road which provide no active frontage and poor way-finding to link the station and centre.</p> <p>Concerns generally have been raised about the capacity of the Central Line to cater for existing population, and this could act as a constraint to any future development associated with the line. (<i>Source: Settlement Hierarchy Technical Paper, 2015</i>).</p> <p><b>Road</b></p> <p>The A121 road corridor connects Loughton to the south and north. The A1168 road corridor links Loughton to the east, south and the M11 motorway.</p> <p>The 2010 Employment Land Review suggested that Loughton was subject to significant income commuting from other local authorities, facilitated by the M11 and Central Line. Similarly, the town sees very significant outflows towards London. Congestion therefore affects several areas, notably Chigwell Lane, Golding’s Hill/Rectory Lane roundabout and High Road. Congestion within the town at peak travel times is an issue. (<i>Source: Epping Forest District and Brentwood Borough Employment Land Review, 2010</i>).</p> <p><b>Walking and cycling</b></p> <p>There are weak pedestrian and cycle linkages between Debden Station and Loughton Broadway (as noted above). In addition, improvements are required to the crossing of the railway line and linkages to the proposed retail park at Langston Road (away from the Broadway).</p> <p>There was little evidence of cycle infrastructure at either Debden or Loughton stations, and the roads running through both the Broadway and High Road did not appear to have obvious designated cycle routes and/or parking. (<i>Source: Site Visits, July 2016</i>).</p>

	<p><b>Car parking</b></p> <p>Loughton High Road benefits from three car parks. The Sainsbury’s car park has 270 spaces and there are 50 parking spaces at the Euro car park near Morrison’s. The Traps Hill car park that is located at the northern end of the town centre includes 188 spaces. Additional parking is provided near the Wheatsheaf pub on York Hill, High Beech Road (30 spaces), The Drive (41 spaces), Smart’s Lane (21 spaces) and Burton Road (99 spaces). <i>(Source: Site Visits, July 2016)</i>. Loughton Broadway has limited car parking, with mainly on-street provision.</p> <p>Loughton Tube station car park has 288 parking spaces and Debden station has 188. Sites visits in July 2016 showed good use of both car parks, with limited spaces at midday suggesting strong use by commuters. <i>(Source: Site Visits, July 2016)</i>.</p> <p>Commuter parking has been identified in the responses to the Community Choices Consultation, 2013 as a problem in the centre. Due to the central position of the underground station in Loughton, provision of additional; commuter parking could threaten opportunities to visit the centre. <i>(Source: Site Visits, July 2016)</i>.</p>
<p>Community choices responses and stakeholder engagement</p>	<p>Respondents to the Community Choices Consultation noted significant transport congestion issues in parts of Loughton, specifically Loughton High Road and Langston Road at peak travel times.</p> <p>Respondents also advised that no existing parking facilities should be lost owing to the current parking issues in Debden already as this could negatively impact on the vitality of the Broadway as a local district centre.</p> <p>A number of the potential development areas suggested in the Community Choices Consultation were explicitly mentioned as factors that could exacerbate current traffic congestion problems in their areas and impacting on the amenity of existing residents.</p> <p>There is a need to improve access links, both pedestrian and vehicular, to Debden Station. There are a number of routes in the area which might be appropriate as green routes for cycling and walking and these should be explored.</p> <p>There is a need for enhanced transport infrastructure providing improved crossing of the railway line and linkages to the proposed retail park at Langston Road. Provisions should be made to upgrade/review existing urban parking provisions in reference to locations near retail centres, urban realm features, educational institutions as well as employing a Residential Parking Zone throughout Loughton and Debden, particularly near Loughton Tube Station.</p>

<b>ENVIRONMENT</b>	
<b>Overview</b>	<p><b>Environmental designations</b></p> <p>Loughton is bounded to the west by the Epping Forest Site of Special Scientific Interest (SSSI) and Special Conservation Area. Alongside this there are a number of Ancient Woodlands and other protected areas surrounding Loughton, including:</p> <ul style="list-style-type: none"> <li>● Warren Hill Woods</li> <li>● Loughton Woods, adjoining Forest View Road and Forest Road;</li> <li>● Ash Green, off Baldwins Hill;</li> <li>● Roding Valley Meadows Local Nature Reserve, part of which is an SSSI;</li> <li>● Home Mead Local Nature Reserve, to the rear of Cleland Path and Grosvenor Drive; and</li> <li>● Broadfield Shaw Grassland.</li> </ul> <p><i>(Source: Epping Forest District Landscape Studies - Landscape Character Assessment, 2010).</i></p> <p><b>Flood Risk</b></p> <p>There is a wide floodplain along the River Roding within the eastern fringes of Loughton and Buckhurst Hill and a smaller floodplain to the north within the northern fringes of Loughton. <i>(Settlement Edge Landscape Sensitivity Study, 2011).</i></p> <p>Flood Zones 2 and 3 from the River Roding affect much of the south-eastern edge of the town. There is also an area of Flood Zones 2 and 3 which follows a water course around the north edge of the town. A flood alleviation scheme north of Staples Road controls flooding risk from Loughton Brook. Flood Zone areas may be changed by the environment agency in future to take account of climate change and more frequent flooding events. This may have an impact on the sustainability of some of the sites in Loughton. <i>(Source: Strategic Flood Risk Assessment, 2014).</i></p> <p>There are five critical drainage areas (CDA) in Loughton – the Meadway:</p> <ul style="list-style-type: none"> <li>● Loughton Station - Predominantly ‘Significant’ hazard is predicted in the eastern portion of the CDA. ‘Extreme’ hazard is also predicted along Loughton Brook entering the CDA to the north and flowing south past Roding Valley High School, and passed railway line.</li> <li>● The Avenue and Valley Hill - ‘Significant’ hazards are predicted along properties to the south of The Avenue and north of The Crescent. Areas classified at an ‘Extreme’ hazard are also identified near the railway line. ‘Significant’ hazard also identified to the north of Summerfield Road across Spring Grove and down to The Avenue.</li> <li>● Upper Loughton Brook - ‘Significant’ to ‘Extreme’ hazard identified along Loughton Brook to the north of Forest Road. ‘Significant’ hazard also predicted to the south east of the supermarket on High Road.</li> <li>● Pyrles Lane and Colebrook Lane - Predominantly ‘moderate’ with ‘Significant’ hazards being predicted along the Etheridge Road and Appleton Road area. ‘Extreme’ hazards identified along the north eastern boundary where Loughton Brook is located.</li> </ul>

	<p>(Source: Updated Surface Water Assessment, May 2016).</p> <p><b>Air Quality</b></p> <p>Loughton does not contain any Air Quality Management Areas. The 2014 Air Quality Progress Report for Epping Forest District Council suggested some high levels of nitrous oxides in certain areas of Loughton High Road. However, the report confirmed that detailed assessments for High Road, Loughton had been undertaken and that the hourly objective relevant to where people may spend 1-hour or more close to traffic is not at risk of being exceeded.</p> <p><b>Carbon Consumption</b></p> <p>Domestic gas use in Loughton is amongst the highest in the District. This is likely due to these areas having more, larger, semi-detached and detached properties. Non-domestic gas consumption is below the regional average within the District as a whole, but again is highest around Loughton, as well as Nazeing and Waltham Abbey. This is likely due to the settlement’s large number of industrial areas. (Source: Carbon Reduction and Renewable Energy Assessment, 2013)</p>
<p>Community choices responses and stakeholder engagement</p>	<p>Concerns were raised by a number of respondents with regard to the impact of the development of some of the potential growth opportunity areas upon local wildlife areas and environmental designations. This was particularly raised in relation to the potential redevelopment of Oakwood Industrial Estate.</p> <p>Opportunities for carbon capture, such as more tree planting schemes should be explored to improve air quality and carbon consumption in Loughton.</p> <p>Some consultees suggested the potential to ‘trim’ some of the urban open spaces within the settlement to enable small infill growth should be explored, In particular, the potential for the development of parts of the urban green space opposite Epping Forest College should be considered, while still retaining most of the site as urban open space. However, others felt this was not acceptable and open space should be protected and enhanced.</p>
<p><b>LANDSCAPE</b></p>	
<p>Overview</p>	<p>To the north of Loughton sits Epping Forest Ridge Landscape Character Area. It forms some of the highest land within the District and is a key feature within views across the landscape with its prominent, densely wooded ridge. The Lower Roding Valley Landscape Character Area abuts the southern settlement edge of Loughton along the southeast of the river corridor, which is lined in places by small ponds and a patchwork of small-scale arable and pastoral fields. Chigwell Wooded Ridges and Valleys Landscape Character Area (G3) provides the eastern landscape setting to Theydon Bois and Loughton. (Source: Epping Forest District Landscape Studies - Landscape Character Assessment, 2010).</p> <p>All the landscape character areas in and around Loughton were judged to be of high or moderate significance Within the Settlement Edge Landscape Sensitivity Study (2011). Therefore, with regard to overall sensitivity these</p>

	<p>areas are considered desirable to safeguard in landscape terms and are considered to have a significant role in contributing to the structure, character and setting of the settlement.</p> <p>There are a few small areas of sensitive historic landscape scattered within the northern fringes of Loughton and Theydon Bois, including some small areas of pre 18th Century fields between Loughton and Theydon Bois. There are also several veteran trees scattered within the fringes of the settlements which are key landscape and historic features. <i>(Source: SELSS, 2011).</i></p> <p>The sensitive woodland area of Epping Forest which bounds Loughton to the west forms a significant landscape element within the western fringes of the settlements, while elsewhere within the fringes of the settlements smaller blocks of woodland make a contribution to the local landscape character. <i>(Source: SELSS, 2011).</i></p>
<p>Community choices responses and stakeholder engagement</p>	<p>Concerns were raised by a number of respondents with regard to the potential impact of any new development on sensitive landscapes around Loughton. However, other consultees suggested Loughton was a sensible location for development given its landscape is less sensitive than that in other areas of the District.</p>
<p><b>GREEN BELT</b></p>	
<p>Overview</p>	<p>The Green Belt boundary tightly adjoins the existing urban area. In particular, the Green Belt plays an important role in preventing the convergence and coalescence of Loughton with neighbouring Buckhurst Hill and Theydon Bois. <i>(Source: Settlement Planning Workshop, 2015)</i></p> <p>Six of the parcels assessed in the Stage 1 Green Belt Assessment (2015) are relevant to Loughton. These are assessed against each of the Green Belt purposes, and were found to have strong contributions to the Green Belt, particularly with regard to purpose 3:</p> <ul style="list-style-type: none"> <li>• DSR035 (Land north, west and east of Chigwell): Scoring strongly on purposes 1 and 3.</li> <li>• DSR039 (east of Buckhurst Hill): Scoring strongly on purposes 2 and 3.</li> <li>• DSR041 (East of Theydon Bois): Scoring strong on purpose 3.</li> <li>• DSR042 (South of Theydon Bois and North of Loughton / Debden): scoring strongly on purposes 2 and 3.</li> <li>• DSR054 (Epping Forest – East of Epping New Road): Scoring strongly on purposes 2 and 3.</li> <li>• DSR057 (Epping Forest – West of Epping New Road): scoring strongly on purposes 1 and 3.</li> </ul> <p>Three of these parcels were considered to be of particular importance to the Green Belt in Epping Forest District.</p> <ul style="list-style-type: none"> <li>• DSR039: forms part of gap Loughton/Debden and Chigwell and also performs a role in preventing a further merger of Loughton / Debden and Buckhurst Hill. This is one of the top three highest scoring parcels in terms of meeting the Green Belt purposes and as such its protection is of great importance.</li> </ul>

	<ul style="list-style-type: none"> <li>● DSR042: considered to be critical in preventing Loughton / Debden and Theydon Bois from merging. The gap distance is a mere 0.7km at its shortest length; the boundaries to north of Loughton / Debden and to the south of Theydon Bois are formed predominantly by the rear gardens of properties.</li> <li>● DSR054: forms part of the gap between the Waltham Abbey and Theydon Bois and Waltham Abbey and Loughton / Debden. The parcel does play a critical role in the prevention of Loughton / Debden and Theydon Bois merging and further merger of Buckhurst Hill and Loughton / Debden.</li> </ul> <p>The Stage 1 Green Belt Assessment confirms that within 2km of Loughton as a town there is a limited amount of land remaining outside of the areas covered by absolute constraints. Given the continuous built nature of Loughton/ Debden and Buckhurst Hill, all land in the Green Belt within the defined buffer has been included for further assessment. The identified area is extended to join the area around Theydon Bois to ensure a continuous assessment of the land between settlements.</p> <p>A number of sub-parcels were taken forward to Stage 2 of the Green Belt review. Seven of these directly abut the current settlement. The resultant harm to the Green Belt purposes if each parcel were released is deemed to be as follows:</p> <ul style="list-style-type: none"> <li>● Parcel 039.2 – Very Low</li> <li>● Parcel 041.5 – Very High</li> <li>● Parcel 042.2 – Very High</li> <li>● Parcel 054.3 – Very High</li> <li>● Parcel 054.4 – Low</li> <li>● Parcel 054.5 – High</li> <li>● Parcel 054.6 – High</li> </ul> <p><i>(Source: Stage 2 Green Belt Review, 2016)</i></p>
<p>Community choices responses and stakeholder engagement</p>	<p>There were diverging views among respondents concerning the future development of Loughton, with some conveying that Loughton has an insufficient capacity to absorb any more development in light of recent development in the settlement, whilst others believe Loughton is a sustainable location for growth given the level of facilities and services on offer and its proximity to transport links.</p> <p>Loss of Green Belt land is a significant issue for some residents, with many commenting that brownfield sites, followed by sites in close proximity to town centre and transport links, should have priority with respect to future development. Possible development on urban green spaces should be investigated as an alternative to some of the development options proposed in the Community Choices Consultation.</p> <p>The protection of urban open spaces, as well as the Green Belt buffer between Theydon Bois and Buckhurst Hill is considered important. This is particularly due to its role in providing a gap between Loughton and Theydon Bois and Buckhurst Hill.</p>

<b>HERITAGE &amp; TOWNSCAPE</b>	
Overview	<p><b>Listed Buildings</b></p> <p>There are 46 listed buildings. The majority (44) of these listed buildings are Grade II, including the London Underground station with associated shops and platforms, and the parish church of St Mary the Virgin and No. 2 Traps Hill on Loughton High Road.</p> <p>There are 62 locally listed buildings which are of local architectural or historic interest. (<i>Source: Epping Forest District Local Listings for Buckhurst Hill, accessed June 2016</i>)</p> <p><b>Conservation Areas</b></p> <p>There are three conservation areas: Staples Road, York Hill and Baldwins Hill. All three are located at the north western edge of the town, close to the boundary with Epping Forest.</p> <p>Loughton is identified within Historic Environment Character Area (HECA) 9 in the draft Historic Environment Characterisation Report (2016). This area comprises the historic post-medieval core of Loughton and ribbon development along most of the High Road. There are a number of historic character zones which relate to Loughton. These include:</p> <ul style="list-style-type: none"> <li>● HECZ 9.1 North Loughton – historically a dispersed and sparse settlement comprising the church and hall complex at Loughton Hall and a scatter of isolated farms and cottages. In the inter-war period the first housing estate was constructed at the northern end of the character area. Most of the current settlement dates to the second half of the 20<sup>th</sup> century.</li> <li>● HECZ 9.2 York Hill and Baldwins Hill (North-west Loughton) – this area comprises the Conservation Areas of Baldwins Hill, Staples Road and York Hill, and listed buildings are well concentrated within them. The area, where development was once strung out along the road from Woodford to Epping, is home to a network of small roads linking the two settlements and further ribbon development along these roads. Most of the current settlement dates to the second half of the 20th century.</li> <li>● HECZ 9.3 Langston Road, Oakwood Hill Industrial Estate, Loughton – a small zone on the eastern edge of Loughton comprising the railway, train station and industrial estate. Historically, the settlement comprised Bridge Garm, with the remainder of the area being fields. The area has been utilised as an industrial estate since the early 1950s. Roman finds were recovered from the area in the 1950s.</li> <li>● HECZ 9.4 Loughton – a large zone comprising the core of the modern urban area of Loughton and northern Buckhurst hill. The area is bisected by the mid-19th century railway which did much to facilitate the urbanisation of the area.</li> </ul>
Community choices responses and stakeholder engagement	<p>Some residents noted particular buildings of interest and importance to the local community which should be preserved. These included the Winston Church pub at Loughton Broadway. A number of respondents also noted existing buildings within the proposed growth opportunity areas which are of heritage and architectural interest, such as opportunity area LOU-11 at Albion Road.</p>

	<p>There needs to be recognition of the communal and historic importance of the Broadway / Debden area arising from its development as a post-war town, with many residents wishing to retain its present form and unique communal spirit.</p> <p>Emphasis should be placed on the protection and promotion of existing heritage assets, as well as facilitating the creation of additional cultural centres such as an arts gallery or museum.</p> <p>Certain areas within Loughton were suggested as areas of Special Planning Concern or Townscape merit. A heritage trail for Loughton, maximising existing heritage and arts assets should be considered.</p>
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**COMMUNITY FACILITIES**

<p>Overview</p>	<p><b>Education</b></p> <p>There are a number of primary schools located within the settlement of Loughton-Debden:</p> <ul style="list-style-type: none"> <li>• Alderton Infant: surplus of 50 spaces in 14/15. Estimated surplus of 16 by 19/20;</li> <li>• Alderton Junior: surplus of 65 in 14/15. Estimates surplus of 53 by 19/20;</li> <li>• Hereward Primary: surplus of 67 in 14/15. Estimated surplus of 2 in 19/20;</li> <li>• St John Fisher Catholic Primary: surplus of 18 in 14/15. Estimated surplus of 7 in 19/20;</li> <li>• Staples Road Infant and Junior: no surplus/deficit in 14/15. Estimated surplus of 9 in 19/20;</li> <li>• White Bridge Infant and Junior: surplus of 61 in 14/15. Estimated surplus of 182 in 19/20;</li> <li>• Thomas Willingale: surplus of 23 in 14/15. Estimated surplus of 30 by 19/20.</li> </ul> <p><i>(Source: Commissioning School Places in Essex 2015-20, Appendix 1a, 2015)</i></p> <p>There is also a private primary facility at Oaklands School.</p> <p>There are also four secondary schools within Loughton-Debden:</p> <ul style="list-style-type: none"> <li>• Davenant: deficit of 28 in 14/15. Estimated deficit of 10 in 19/20;</li> <li>• Debden Park: surplus of 22 in 14/15. Estimated deficit of 158 in 19/20;</li> <li>• Roding Valley: surplus of 80 in 14/15. Estimated deficit of 141 in 19/20;</li> <li>• West Hatch High School: deficit of 34 in 14/15. Estimated deficit of 106 by 19/20)</li> </ul> <p><i>(Source: Commissioning School Places in Essex 2015-20, Appendix 1a, 2015)</i></p> <p>A further school for special education needs exists within the settlement. Oak View currently has 83 pupils on the roll, with capacity for 85 pupils between the age of 3 and 19. <i>(Source: EduBase/ ECC Special Educational Needs SEN,</i></p>
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2015). A private SEN facility is also provided at Woodcroft School.

Loughton-Debden is also home to the only Further Education facility in Epping Forest District, Epping Forest College. The college is home to some 1,950 students and provides 6<sup>th</sup> form education un-associated to any existing secondary schools. (Source: *Settlement Hierarchy Technical Paper, 2015*).

There is also a University of Essex, Loughton campus based close to Debden Station, which is home to the university's 'East 15' Acting School. (Source: *Settlement Hierarchy Technical Paper, 2015*).

A number of these education facilities are subject to programmes for expansion and development. These include:

- Alderton Infant - recently completed expansion with 2 classrooms (Source: application reference - CC/EPF/16/14)
- Thomas Willingdale Primary – recently completed new single storey infill extension. (Source: Officer Working Group, 2016).
- Debden Park - recently completed expansion of 8 classrooms. (Source: application reference - EPF/0605/15).
- Staples Road – new building opened in 2016.

Should significant amounts of development be proposed in Loughton then it is likely that a new school, and or significant expansion of existing facilities will be required. A number of the existing facilities lie on restricted sites, and therefore opportunities for growth of existing facilities may be limited. (Source: *Officer Working Group, 2016*).

### **Health**

There are four GP surgeries within Loughton, all of which are currently accepting new patients:

- The Forest Practice (10,437 patients).
- Traps Hill Surgery (6,758 patients).
- Loughton Health Centre (12,222 patients).
- High Road Surgery (10,520 patients).

(Source: *NHS Choices, accessed 2016*).

The emerging IDP indicates that three of these surgeries are currently operating with capacity, with the Loughton Health Centre being over capacity. (Source: *IDP, 2016*)

The nearest A&E is at Whipps Cross Hospital which is approximately 15 minutes away via car. There are also six dentists in Loughton. (Source: *Essex County Council website*).

### **Open Space**

Loughton contains four allotments, which range in quality:

- Loughton Potato Ground (good)
- Pyrles Lane (poor)
- Willingdale Road (average)
- Roding Road (good)

There were a variety of empty plots on all sites in 2009. Where plots had been left unused they had become overgrown and attracted litter and waste. Signage and parking were poor (at some sites). However, in 2012 it was reported that all five sites are now of a better standard. It is also reported that there is a waiting list for use. Pyrls Lane allotment has recently been subject to improvements. (*Source: Epping Forest District Open Space, Sport and Recreation Assessment, 2012*).

There are a total of 25 managed open spaces within Loughton, all of which are considered to be of average or good quality in the 2012 Open Space Assessment. These include: Lindens Green North and South, Jessel Green, Hillyfields Open Space, and Millennium Remembrance Grove. Some deficiencies in access to open space was reported in 2012, particularly in areas of Loughton west of the A121, northeast and southwest of Earl's Path. (*Source: Epping Forest District Open Space, Sport and Recreation Assessment, 2012*).

There are five cemeteries or burial grounds in Loughton, which are all good or very good in quality:

- St John's churchyard (good)
- Loughton Cemetery (very good)
- Trinity church (good)
- St Thomas More church (good)
- St Nicholas' churchyard (very good)

#### **Recreation Facilities**

No informal recreation grounds were identified within Loughton within the Epping Forest District Open Space, Sport and Recreation Assessment, 2012. Nevertheless, eight children's playgrounds are identified within the settlement, which are all either average or good quality: Hillyfield (good); Newman's Lane (good); Westall Road (average); Colebrook Lane (average); Monkgrove (good); Trap's Hill (good); Felstead road (good); and Roding Valley (good).

There are a large range of recreation and sports facilities in Loughton. Playing pitches are available at various different locations across the town:

- Debden sports club – home to Debden Sports club FC and youth FC
- Loughton Football Club – home to Loughton FC and Youth FC - There are two football pitches which are both in good condition.
- Debden Park High School – home to Valley park FC, offering a wide number of high quality pitches on the site, which are used by members of the public outside of school hours'.
- Loughton Cricket Club
- Loughton Recreation Ground – home to 3 mini soccer pitches and a cricket pitch.
- The football academy Loughton
- Loughton athletics club

In addition, Loughton has a Rugby Club, Loughton RFC, but this club play at Buckhurst Hill

	<p>All areas within the settlement are within 10 miles drive of turf pitches, sports centres, swimming pools and tennis courts.</p> <p>There are also two tennis clubs (the Avenue and Davenant) which offer outdoor courts in Loughton; two golf clubs (Loughton and High Beach) and two sports halls at Roding Valley High school and Debden Park High School. Loughton Leisure Centre provides a swimming pool and health and fitness facilities. Gym facilities are also available at Pro SW gym, and Simply Fitness.</p>
<p>Community choices responses and stakeholder engagement</p>	<p>Insufficient access to adequate leisure facilities was frequently mentioned by consultees, with some residents stating that Loughton Athletics Club does not have adequate facilities.</p> <p>Improved health and educational facilities, as well as additional leisure facilities aimed at young people are needed. Opportunities for the provision of a cinema, museum, arts centre and improved library facilities should also be considered.</p> <p>Traps Hill playground has been upgraded and consultees suggested it is now very good condition. There is also Hillyfields playground which is good in terms of condition. Respondents to consultation suggested there are also tennis courts at Eleven Acre Hill which are not used.</p>

## C2.4 Waltham Abbey

<b>1. VISION AND OVERVIEW</b>
<b>VISION</b>
<p><b>Proposed Vision</b></p> <p>Waltham Abbey will be a revitalised District Centre, with a thriving daytime and night-time economy. Building on its existing assets, including Waltham Abbey and Gardens, Royal Gunpowder Mills and adjacent Lee Valley Regional Park, the town will continue to develop its niche identity based primarily on tourism, built heritage and outdoor leisure activities. The importance of access both within the town and to surrounding open spaces such as Town Mead is also recognised, and will be supported by improvements to transport infrastructure.</p> <p>The Town will support a diverse population of young people, families and the elderly, reducing inequality through provision of high quality new residential development in the most sustainable locations. Waltham Abbey will create local business and employment opportunities that underpin the local economy, particularly in the leisure industry.</p>
<b>OVERVIEW OF SETTLEMENT</b>
<p>Waltham Abbey is a market town which lies in the west of the Epping Forest District. It is classed as a town in the Settlement Hierarchy Technical Paper (2015).</p> <p>It lies within the Metropolitan Green Belt which surrounds and abuts the whole settlement. At the time of the 2011 Census, Waltham Abbey was the second largest settlement in Epping Forest District by population, with 21,149 residents.</p> <p>Three Conservation Areas fall within the settlement boundary, to the north west and north east, as well as the centre of the settlement around Sun Street. Waltham Abbey also contains a considerable number of both statutory and locally listed buildings, which are clustered in the western part of the town (Sun Street/Market Square).</p> <p>The M25 lies to the south of Waltham Abbey running east/west. To the west of the settlement, running north to south is the Lea Valley Regional Park Authority area which contains a Ramsar site, Special Protection Area (SPA) and a Site of Special Scientific Interest.</p> <p>The main retail centre in Waltham Abbey is located around Market Square and along Sun Street.</p> <p>In November 2015, approval was given for the designation of Waltham Abbey as a Neighbourhood Plan Area. Work is on-going on the Neighbourhood Plan, and there has not yet been any formal consultation on its content.</p>
<b>KEY ISSUES</b>
<ul style="list-style-type: none"> <li>● The town at present is somewhat ‘lopsided’, with the historic core in the west of the settlement, and subsequent development to the east.</li> <li>● There are three Conservation Areas and a number of listed buildings in Waltham Abbey and there are opportunities to further promote Waltham Abbey as a tourist centre based upon its historic character and heritage. However, the Heritage Asset Review (2012) concluded that the Abbey/Town Centre conservation area is particularly at risk, primarily due to the poor condition of some of the Abbey remains and vacant units in the town centre.</li> <li>● There is a lack of comparison retail in the main retail centre of Waltham Abbey. This</li> </ul>

results in the loss of custom to other towns in the District, and online shopping. Permitted Development from retail to residential is a particular issue in Waltham Abbey, where shop units tend to be small.

- Transport accessibility and congestion in the settlement. The town is not on a radial public transport route, and therefore relies significantly on car usage to access other facilities. There is no station within the settlement, poor bus connectivity, and access into shopping areas, particularly from the estates to the east of the settlement, is limited.
- The site is bounded by the Lea Valley Regional Park (LVRP) to the north & west, in addition to other designations beyond the settlement edge. The town is encircled by Green Belt and Epping Forest SSSI is less than 1km to the east of the settlement boundary. Parts of the town are also in flood zones 2 and 3.
- A lack of infrastructure and community facilities, particularly around the estates in the east of the settlement.

#### POPULATION

Ward name	Population at 2011 Census	Area of ward (hectares)	Population density (people per hectare)
High Beach	2,236	2,242	1
Honey Lane	6,267	207	30.2
Paternoster	4,406	130	33.9
Waltham Abbey North-East	3,991	1,335	3
Waltham Abbey South-West	4,249	326	13
<b>Total</b>	21,149	4,240	4.9
Number of LSOAs in ward in 10% most deprived nationally	None.		
Demographic profile	<p>Approximately 23% of the population of Waltham Abbey are aged 18 or under, which is in line with the average for the District, and lower than the national average of 24%. This compares to a population who are aged 65 and over of almost 17%, which is slightly below the average for the District (18%), and slightly above the national average of 16%.</p> <p>With regard to employment, 79% of the residents aged 16-74 are economically active. This is in line with the District average (79%) and higher than the average for England and Wales (77%). (Source: Census 2011, ONS).</p>		

## 2. SUITABILITY OF THE SETTLEMENT FOR GROWTH AND THE FUTURE OF THE TOWN CENTRE

### OPPORTUNITIES

- Much more could be made of Waltham Abbey's tourist potential, as the town has many natural and heritage assets, such as:
  - the Abbey and grounds;
  - the Royal Gunpowder Mills; and
  - the refurbished museum.
- Waltham Abbey, due to its proximity to Lea Valley Regional Park, the White Water Centre, towpath into the Olympic Park and Gunpowder Mills, has the opportunity to be part of a leisure and sports activity hub.
- The settlement's proximity to London and the M25 provides the opportunity for improving transport and attracting more visitors.
- Crossrail 2 may improve connectivity and accessibility; however local transport improvements will also be necessary.
- Opportunities exist to promote development to aid regeneration. There are also opportunities to promote glasshouse sites.
- There is an opportunity to build upon future development at Hillhouse to create a new community hub, which could support additional local retail.

### WEAKNESSES

- The town centre is constrained by its built heritage and quite isolated from the significant eastern residential expansion of the town from the 1950s onwards – the town is therefore very 'lopsided'.
- The historic core of the town is in need of regeneration, as it is currently not fulfilling its potential as a tourist centre. The northern bypass is quite complicated, and poor signposting mean the town centre is easily missed. This impacts upon its potential as a tourist destination.
- There is a disconnect between Tesco and the main shopping area around Sun St.
- Waltham Cross station is the nearest rail link, as there is no station within the settlement itself, this also impacts upon the settlement's potential to attract tourism.
- Deprivation is an issue in parts of the settlement.
- Inadequate infrastructure provision is a concern, particularly in the context of the significant residential developments over the last 60 years – this includes traffic congestion, education, medical services, sewerage and drains.
- Parts of the town are constrained by flood zones 2 and 3.

### STRENGTHS

- Waltham Abbey is designated as one of EFDC's main centres and is home to the District's largest supermarket (Tesco), a twice-weekly market, library, District Council museum and Town Council offices/Town Hall.
- There is a diverse range of community facilities exist within the settlement; for example the Council sports centre and swimming pool, and a number of recreational spaces.
- There are good school facilities – one secondary school and eight primary schools

(including Infant and Junior).

- The settlement has good motorway access (M25 at Honey Lane), which means that the settlement is easily accessible from a range of destinations including London.
- There is quite significant local employment provision, for example Brooker and Cartersfield Road industrial estates, the Sainsbury's Distribution Centre and the Tesco Superstore.
- The settlement is a medieval market town with historic core augmented by the Abbey and grounds. The Royal Gunpowder Mills site close by also has very significant heritage interest and potential, and the museum has recently been refurbished.

## **THREATS**

- Given that it is the District's second-largest town (2011 population of 21,149), it could be expected to make provision for a significant amount of the housing growth. However, this could simply add to the unbalanced nature of the town, further isolating the town centre from new development.
- The Northern Gateway Access Road (NGAR) and its associated implications for traffic movements may increase traffic congestion and put pressure on the settlement's roads, particularly towards Junction 26.
- The settlement's proximity to London and other settlements such as Waltham Cross places the town at risk of the town being "swallowed-up" in London's sprawl. The Green Belt currently acts as an important barrier to this.
- Permitted Development rights allowing retail to residential conversion have a significant impact in Waltham Abbey as the unit sizes in the Town Centre tend to be small.

3. TOPIC SPECIFIC INFORMATION	
HOUSING	
Overview	<p>The Community Choices Consultation explored a number of broad locations for growth, with the SLAA providing further details of Officer identified and independently promoted sites within the District which may be suitable for residential development.</p> <p>Four potential opportunity areas and seven potential growth areas were identified in the Community Choices Consultation:</p> <ul style="list-style-type: none"> <li>● WAL-1 – WAL-4: Opportunity areas identified within the settlement boundary.</li> <li>● WAL A – WAL G: Seven growth areas encircling the settlement to the north, east and south.</li> </ul> <p>It is the Council’s intention to create high quality neighbourhoods and homes fit for a diverse and changing community. The need for car parking and other standards will be balanced against sustainability objectives to create sustainable places where people can live, work and visit.</p> <p>Epping Forest District has a limited number of potential settlements that have the capacity and infrastructure available to deliver the number of dwellings required to meet housing targets. Waltham Abbey has capacity to deliver a reasonable amount of the housing required to meet growth within Epping Forest District over the plan period. Development can provide the means to deliver much needed infrastructure and can improve the townscape and public realm through the promotion of well-considered, high quality design.</p> <p>Environmental and other policy constraints mean there can be little development or growth at the western end of the town. It is likely that the town is therefore going to remain unbalanced. If any of the potential areas for growth are ultimately selected, wherever appropriate, provision should be made for mixed use and new infrastructure/services for the town. The town is going to have to take a reasonable, share of housing need, as there are limited opportunities elsewhere in the District. <i>(Source: Settlement Analysis - Officer Comments)</i></p> <p>The Settlement Capacity Study identified 14 additional potential sites which were put through the SLAA 2016 and subsequently assessed through the site selection process. <i>(Source: Settlement Capacity Study, 2016)</i></p> <p>This work has informed the site selection process which is looking in more detail at the most appropriate locations and sites for development.</p> <p>The findings of the SLAA indicate that in Waltham Abbey, a key constraint is the lack of transport; however, the housing market is generally strong throughout the District, with the M25 providing an important link for Waltham Abbey.</p> <p>The Stage 1 Viability Assessment (2015) found that there are a wide range of residential values across Waltham Abbey and variation appears at a street by street level. Overall, residential values appear to be lowest in the District in Waltham Abbey, with the average cost per sqm of house between £2,750 and £3,250. <i>(Source: Stage 1 Viability Assessment, 2015).</i></p>

<p>Community choices responses and stakeholder engagement</p>	<p>The majority of comments came in the form of a single submission from the Residents Association, which had over 1,000 signatures. While not specifically objecting to the potential options, the Residents Association objected to the potential growth of the town overall.</p> <p>Support was slightly higher for the proposed opportunity areas than it was for the proposed development areas, although overall, as a result of the influence of the Residents’ Association, there was a strong resistance to development throughout Waltham Abbey.</p> <p>Other responses do make suggestions for additional areas of growth – these include:</p> <ul style="list-style-type: none"> <li>• Northfields Nursery on the western side of Sewardstone Road;</li> <li>• land to the south of the A121 (Dowding Way) – particularly the western end abutting Sewardstone Road;</li> <li>• site on Avey Lane for housing, and between Avey Lane and Mott Street for glasshouses;</li> <li>• the redevelopment potential of the swimming pool and car park,</li> <li>• land on the west side of Sewardstone Road from Mott Street to the Waltham Forest boundary;</li> <li>• land on the east side of Crooked Mile north of WAL-F;</li> <li>• Sewardstonebury, given its proximity to Chingford</li> </ul> <p>A small number of responses objected to the principle of any development of the town, with concerns about loss of Green Belt and Waltham Abbey becoming part of an extended London. Concerns were also raised about the potential impact on the town’s historic character.</p> <p>There is significant resistance to large, high-density schemes in Waltham Abbey. There are too many small flats and houses, and therefore there is a need for a better balance of larger/smaller dwellings for families and other needs. This would also help facilitate downsizing for elderly residents in the local area.</p> <p>All new housing must have sufficient off-street car-parking provision and housing developments should have a mixture of OAP bungalows and houses which allow young people to get on the housing ladder. There should also be ample green space, i.e. large gardens and community spaces.</p> <p>Proposals include: Waltham Abbey swimming pool and gym moved to Brooker Road with the pool site being redeveloped for social housing; Town Mead depot could be used for limited mixed social housing and community uses; the potential for live/work units, especially in rural areas.</p>
<p><b>ECONOMIC DEVELOPMENT</b></p>	
<p>Overview</p>	<p>Waltham Abbey benefits from infrastructure that supports a number of existing employment sites in several locations around the town. There is an overall aim for Waltham Abbey to improve the sustainability of the town as much as possible – i.e. improving the local employment and local services/infrastructure offer along with new housing.</p> <p>The Local Plan 1998 Updated by Alterations 2006 identified five existing</p>

	<p>employment sites: Brooker Road/Cartersfield Road Industrial Estate (EMP-0005); Highbridge Retail Park (EMP-0006); Tesco Sewardstone Road (EMP-0008); Site of Upshire Vehicle Centre (EMP-0010); and Sainsbury’s Distribution Centre/Royal Gunpowder Mills (EMP-0021).</p> <p>In addition, the Employment Land Review (2010) identifies two existing employment sites: land at Woodgreen Road (ELR-0088A); and land at Southend Road (ELR-0088B). The ELR audit finds that the business park provides for 51 premises, primarily one and two storey units for general industrial uses.</p> <p>Abbey Mead Industrial Park had the second highest level of vacancy in the District, with six units (6% of units) vacant. However, the ELR states that Abbey Mead still provides a large number of occupied premises, and the vacant units are actively marketed and should be easily occupied over time. (Source: <i>Employment Land Review, 2010</i>)</p> <p>Other opportunities for employment are apparent in the sports and leisure sector, most notably at the nearby Lea Valley Regional Park (which contains the White Water Centre).</p>
<p>Community choices responses and stakeholder engagement</p>	<p>Responses to the Community Choices Consultation indicate that the community is generally opposed to employment land/jobs growth projections. There is a view within the community that there is too much evidence of empty units, shops and other outlets in Waltham Abbey already.</p> <p>There is a desire to redevelop glasshouse sites where appropriate, with low density housing preferable to housing estates. Small seedbed centres/offices with good access are also preferred on these sites.</p> <p>In particular, the site between Abbeyview Nursery and Lea Valley Nursery should be for mixed use of leisure (e.g. swimming pool /retail/ commercial/ industrial) with glasshouses at eastern end of site.</p> <p>Historically, growers need good quality temporary accommodation for seasonal workers, which is acceptable as long as it is temporary.</p> <p>Employment sites – Brooker Road needs tidying up, and should be redeveloped for housing and leisure only – no industrial.</p> <p>The industrial estate needs major investment/growth, and current employment sites should be protected and supported.</p> <p>Need for more start-up business units, and use of buildings as service centres/hubs/meeting rooms. There is also a need for superspeed broadband.</p>
<p><b>TOWN CENTRE</b></p>	
<p>Overview</p>	<p>Waltham Abbey is designated as a Town in the Settlement Hierarchy Technical Paper (2015). Due to the relatively localised offer in the centre, the Town Centre Study (2010) recommended that Waltham Abbey was designated as a ‘Small District Centre’. According to the MHE Index (2008), Waltham Abbey is identified as a ‘local centre’ with a ‘middle market position’.</p> <p>The Waltham Abbey Town Centre Report (2015), outlines the following key</p>

	<p>issues for the town:</p> <ul style="list-style-type: none"> <li>● Waltham Abbey Town centre functions, but a large percentage of available spend is lost to competing centres</li> <li>● The perception of the town is poor – most of the town looks “closed” and signage, vacancy and clutter is an issue</li> <li>● No active town centre management</li> <li>● Good car parking provision throughout the town centre</li> <li>● The Abbey should be an asset, but at present, does little to enhance the town centre</li> <li>● There are good opportunities for improvement, to acquire property, for retail and residential mixed use development, and to improve and extend opening hours</li> </ul> <p>The Town Centre Study (2010) identifies Waltham Abbey as containing 61 units and 9,785 sqm of retail floorspace. Accessibility to Waltham Abbey via public transport is limited to buses only, a point highlighted in the study and a potentially significant constraint.</p> <p>In May 2009, the convenience sector floorspace accounted for 47.7% of the floorspace, significantly higher than the 16.7% national average. This trend is due to the Tesco store located in the eastern end of the town centre. In May 2009, comparison goods floorspace in Waltham Abbey was 19.4% of the total floorspace and was much lower than the 51.1% national average. Despite this low representation, comparison goods are sold in the Tesco store on Sewardstone Road. The low comparison goods offer is linked to the existing function of the centre.</p> <p>In 2015, The majority of retail units in Waltham Abbey are located around Market Square and along Sun Street. The only ‘major retailer’ in Waltham Abbey is Tesco. The only other national retailers are Lloyds Pharmacy and the Co-operative store on Sun Street. This is a low level of representation but is linked to the size of the centre (Town Centre Study, 2010). This indicates that the majority of retail stores in Waltham Abbey are small, independent outlets.</p> <p>In May 2009, vacancies accounted for 4% of retail units, lower than the national average of 11.1%, in 2015 the vacancy rate remain around the same at 3.70%. The vacant units were small to medium in size, with areas between 70 and 170 sqm, this means that they are particularly susceptible to change of use from retail to residential through Permitted Development rights, this could significantly impact upon the Town’s retail frontages.</p> <p><i>(Source: Town Centre Study, 2010)</i></p>
<p>Community choices responses and stakeholder engagement</p>	<p>More weight needs to be given to protection of the character of the area. It is generally felt that Waltham Abbey is currently not living up to its potential as an historic town centre based upon tourism.</p> <p>Many respondents felt that the town centre area currently in poor condition, and is in need of regeneration and improvement in order to improve its tourism offer.</p> <p>There is a need for specialised shops (e.g. antiques/tourism) in order to challenge internet competition and increase vibrancy and footfall.</p>

	<p>Improvements to Sun Street and Market Square are needed, and the need to promote Waltham Abbey as a historic/tourist attraction is important.</p> <p>There is a perception that the town is somewhat ‘lopsided’, with the centre being in the west with the majority of the rest of the settlement spreading out eastwards. It is felt that there is a disconnect between the town centre and the remainder of the settlement, especially the estates in the east.</p> <p>Some consultees proposed a new local centre towards the east of the settlement, particularly around Hill House, which could better serve the local community who feel disconnected from the historic centre. Some suggested that this could be a small local convenience centre and community hub. Others suggested creating an ‘Old Waltham Abbey’, centred around the current historic core and retaining its tourist function, and a ‘New Waltham Abbey’, with a new town centre in the east of the settlement to serve the local community.</p>
<b>TRANSPORT</b>	
Overview	<p><b>Public Transport</b></p> <p>The nearest London Underground stations are at Debden and Loughton, approximately five miles from Waltham Abbey. The nearest overground rail station is Waltham Cross, approximately 1.5 miles away, on the West Anglia Line, which has routes to Liverpool Street, Stansted and Cambridge.</p> <p>There are a number of local bus routes serving Waltham Abbey (11 services), with routes to nearby destinations including Waltham Cross, Nazeing, Chingford and Harlow. These bus services tend to operate on a half hourly or hourly basis.</p> <p><b>Road</b></p> <p>The M25 is a key transport route, running immediately to the south of the town centre. Enfield is proposing changes to Junction 26 of the M25 as part of the Northern Gateway Access Package (NGAP). These proposals are likely to have an impact on Waltham Abbey.</p> <p><b>Walking and cycling</b></p> <p>No settlement specific information is available with regard to cycling and walking in Waltham Abbey. However, a site visit in July 2016 revealed that the area around Sun Street was pedestrianized, with no traffic permitted. As a result, this area of the settlement is highly conducive to footfall. (<i>Source: Site Visit, July 2016</i>).</p> <p><b>Car parking</b></p> <p>There are three pay-and-display Council car-parks:</p> <ul style="list-style-type: none"> <li>● Cornmill - 197 spaces;</li> <li>● Darby Drive - 69 spaces; and</li> <li>● Quaker Lane - 109 spaces.</li> </ul> <p>Tesco has a larger free car park on the edge of the centre, which has drawn custom away from the town centre. This car park has 447 spaces, 23 of which are for the disabled and 20 parent and child spaces. The LVRP gardens has a</p>

	<p>pay and display car park.</p>
<p>Community choices responses and stakeholder engagement</p>	<p>The town is not on a radial public transport route, and therefore relies significantly on car usage to access other facilities. There is limited access to Waltham Cross station and peak period capacity of the West Anglia Line should be considered.</p> <p>A frequently mentioned concern was also the issue of traffic congestion. There is a need to reduce traffic pressure on Sewardstone Road and other feeder routes into the M25 network, and a need for a more holistic look at transport links.</p> <p>The potential impacts of Crossrail 2 and the impacts of the Northern Gateway Access Package (NGAP) are of high importance and need to be assessed.</p> <p>Crooked Mile should be made safe for public transport. There is a need for better transport links to Waltham Cross and other centres, and for improved bus services and school routes.</p> <p>Bus services are considered to be poor in general, and some respondents suggested that residents in the east of the settlement find access to the town centre difficult. Zone 7 Oyster card now accepted at Waltham Cross British Rail station, but there are station parking problems.</p> <p>The need for improved transport links to the Town Mead recreational area were a frequently highlighted issue.</p>
<p><b>ENVIRONMENT</b></p>	
<p>Overview</p>	<p><b>Environmental designations</b></p> <p>There are three SSSIs to the north-western side of the town: Cornmill Stream and Old River Lea; the Royal Gunpowder Factory Woodlands; and Turnford and Cheshunt Pits (also classified as a SPA and Ramsar site).</p> <p>Epping Forest SSSI/SAC is less than 1km to the east of the settlement boundary. There are also five Local Wildlife Sites (LWS) within the vicinity of the settlement.</p> <p><b>Flood Risk</b></p> <p>Floodplains of the River Lea affect the western side of the town which affects sites such as Town Mead which is completely within Flood Zone 2 and the north eastern portion of the site is in Flood Zone 3. Flood zones follow Cobbin’s Brook, running from the north-east through the middle of the town and discharging into the Lea just south of the M25. Areas at risk of flooding also follow the Cobbin’s tributary through the Ninefields estate.</p> <p>EA Flood Mapping also indicates that a large area of Flood Zone 3 extends northwards from the town along the Lea valley, however a large proportion of this area is protected by flood defences. (<i>Source: Environment Agency, 2016</i>).</p> <p><b>Air Quality</b></p> <p>Waltham Abbey is not designated as an AQMA but there may be issues with Beechfield Walk/Lodge Lane and just south of the M25; an area which is</p>

	<p>sandwiched between the motorway and the A121.</p> <p><b>Energy Consumption</b></p> <p>The Carbon Reduction and Renewables study identified Waltham Abbey as having one of the highest consumptions of non-domestic gas in the District. The Waltham Abbey industrial areas (Sainsbury’s distribution centre and Meridian Business Park, Abbey Mead Industrial Estate), are considered to be potentially suitable locations for Combined Heat and Power (CHP) in future. (Source: <i>Epping Forest District Carbon Reduction and Renewables Study, 2013</i>)</p>
<p>Community choices responses and stakeholder engagement</p>	<p>No responses were received which were specifically in relation to Waltham Abbey and the environment.</p>
<p><b>LANDSCAPE</b></p>	
<p>Overview</p>	<p><b>Landscape Character</b></p> <p>The Settlement Edge Landscape Sensitivity Study (2010) describes the Waltham Abbey fringe area in the following way:</p> <p><i>“The corridor of the River Lee runs along the western edge of the town (Landscape Character Areas A3: Lea Valley Marshes and A4: Rammey Marsh). To the north of the town, the landscape setting is within Holyfield Ridges and Valleys Landscape Character Area (F1), whilst the eastern edge is within Upshire Ridges and Valleys Landscape Character Area (F2). The southeastern edge of the town is within Lippett and Daws Hills Ridges and Valleys Landscape Character Area (F4)”.</i></p> <p>The majority of the settlement edges are lined with mature hedgerows or trees, which create a soft, green edge. (Source: <i>Settlement Edge Landscape Sensitivity Study, 2010</i>)</p> <p>With respect to the Lea Valley Marshes and Rammey Marsh, any development proposals should enhance or protect views across the open water to ridge and valley landscapes on the eastern side of the valley. Waterside trees should be protected and enhanced where they can frame views across and along the valley. Public access should also be maintained and improved where possible. The relatively strong sense of tranquillity at the Lea Valley Marshes should be preserved. Both areas are considered to have moderate to high sensitivity to change from development</p> <p>Waltham Abbey is bounded to the north, east and south by the ridges and valleys landscape type. To the north of the town lies the Holyfield Ridges, to the east is Upshire and to the south are Lippett and Daws Hills. These areas are defined by a predominantly rural character. Development in these areas should be small scale and respond to historic settlement patterns, landscape setting and locally distinctive building styles. Open views across gently undulating farmland should be protected and enhanced. (Source: <i>Settlement Assessment, 2015</i>)</p>

	Areas to the south of Waltham Abbey are considered to be of ‘low’ landscape sensitivity. This is due to the vicinity of the M25 and A121. ( <i>Source: Settlement Edge Landscape Sensitivity Study, 2010</i> )
Community choices responses and stakeholder engagement	Stakeholders suggested that more weight needs to be given to protection of the character of certain areas.
<b>GREEN BELT</b>	
Overview	<p>Waltham Abbey is completely encircled by the Green Belt (<i>Source: Green Belt Review Stage 1, 2015</i>). Three parcels of Green Belt in the vicinity of the settlement were analysed as part of the Stage 1 Green Belt Review.</p> <ul style="list-style-type: none"> <li>● Parcel DSR 060 – (South of Waltham Abbey)</li> <li>● Parcel DSR 068 – (North of Waltham Abbey)</li> <li>● Parcel DSR 069 – (East of Waltham Abbey &amp; West of Epping)</li> </ul> <p>In all cases, the parcels have mixed scores across each of the NPPF Green Belt purposes. All parcels score most strongly for purpose three, which is ‘to assist in safeguarding the countryside from encroachment’ (NPPF, 2012); however the scores are mixed for the remaining purposes across the parcels. (<i>Source: Green Belt Review Stage 1, 2015</i>)</p> <p>A number of sub-parcels were taken forward to Stage 2 of the Green Belt review, and split into a number of sub-parcels. Nine of these directly abut the current settlement. The resultant harm to the Green Belt purposes if each parcel were released is deemed to be as follows:</p> <ul style="list-style-type: none"> <li>● Parcel 058.1 - Moderate</li> <li>● Parcel 059.3 – Very Low</li> <li>● Parcel 060.1 - Moderate</li> <li>● Parcel 061.3 – Very High</li> <li>● Parcel 068.1 – Very High</li> <li>● Parcel 068.2 – High</li> <li>● Parcel 068.3 – Very High</li> <li>● Parcel 069.1 – High</li> <li>● Parcel 069.2 - Moderate</li> </ul> <p>(<i>Source: Stage 2 Green Belt Review, 2016</i>)</p>
Community choices responses and stakeholder engagement	<p>A small number of responses to the Community Choices Consultation objected to the principle of any development of the town, with concerns about loss of Green Belt and Waltham Abbey becoming part of an extended London.</p> <p>Stakeholders indicated that there should not be a blanket ban on development in the Green Belt – but the priority should be to develop brownfield land first.</p> <p>The Green Belt gap between Waltham Abbey and Nazeing/ Harlow should be retained to prevent urban sprawl and curtail growth.</p>

<b>HERITAGE &amp; TOWNSCAPE</b>	
<b>Overview</b>	<p>The area falls within the following Historic Environment Character Area (HECA) 5 – Waltham Abbey.</p> <p>Waltham Abbey is classified as a ‘Historic Town’. The area comprises both the historic and the modern town area of Waltham Abbey. The historic core of Waltham Abbey comprises both the abbey and its associated grounds, and the medieval town that built up adjacent to it. Later the town also developed alongside the Royal Waltham Abbey Gunpowder Factory lying to the west in the Lea Valley.</p> <p>Within HECA 5, there are six Historic Environment Character Zones (HECZ) as follows:</p> <ul style="list-style-type: none"> <li>● HECZ 5.1: Historic Town of Waltham Abbey - The historic town of Waltham Abbey comprises both the historic urban area of the town which has its origins in the medieval period and the ruins of the Abbey which dates back to the Saxon period.</li> <li>● HECZ 5.2: Post Post-war housing for MOD employees - To the east of the historic core an area of post-war housing was constructed for workers within the Ministry of Defence establishment at Waltham Abbey.</li> <li>● HECZ 5.3: Early 20th century development in Waltham Abbey - Comprises the development of a series of terraced and semi-detached properties from the early part of the 20th century through to the interwar years.</li> <li>● HECZ 5.4: Mid to late 20th century Waltham Abbey - Large zone of 20th century residential development lying to the east and south of the historic town area.</li> <li>● HECZ 5.5: Late 20th century Industrial development Waltham Abbey - Area of commercial development just to the north of the M25 and south of the historic town.</li> <li>● HECZ 5.6: Cemeteries and Green area Waltham Abbey south - This zone contains two cemeteries located either side of Sewardstone Road. The older of the two lies on the western side of the road and dates back to at least the mid-19th century. The remainder of the zone comprises a football ground, allotments and the swimming pool.</li> </ul> <p>The Historic Town of Waltham Abbey HECZ (HECZ 5.1) in particular is deemed to have a high sensitivity to change.</p> <p>In addition, the following HECZs are also related to Waltham Abbey, although they fall within HECA 2 – The Lea/Stort Valley, rather than HECA 5:</p> <ul style="list-style-type: none"> <li>● HECZ 2.1: Waltham Abbey Gunpowder South Site</li> <li>● HECZ 2.2: Waltham Abbey Royal Gunpowder Site</li> </ul> <p><i>(Source: Historic Environment Characterisation Study, 2016)</i></p> <p><b>Conservation Areas</b></p>

	<p>There are three Conservation Areas in or adjacent to the town. These are:</p> <ul style="list-style-type: none"> <li>• Waltham Abbey - which covers the abbey and town centre, focussed on Sun Street;</li> <li>• Royal Gunpowder Mills - located in the north west of the settlement;</li> <li>• Upshire - located to the north east of the settlement, extending to Warlie’s Park</li> </ul> <p>The Heritage Asset Review (2012) concludes that the Abbey/Town Centre Conservation Area is particularly at risk, primarily due to the poor condition of some of the Abbey remains and vacant units in the town centre. The HAR concludes that the Royal Gunpowder Mills area as a whole is not at risk although it contains a significant number of listed buildings, including some Grade I and II.</p> <p><b>Listed Buildings</b></p> <p>Waltham Abbey Parish contains over 50 listed buildings and 35 locally listed buildings, which are primarily clustered in the historic western part of the town (Sun Street/Market Square).</p> <p><b>Scheduled Monuments</b></p> <p>There are two Scheduled Monuments in Waltham Abbey. These are Waltham Abbey itself (including the gatehouse and Stoney Bridge) and The Royal Gunpowder Mills. (<i>Sources: Historic England, 2016 and EFDC, 2016</i>)</p>
<p>Community choices responses and stakeholder engagement</p>	<p>More weight needs to be given to protection of the character of certain areas – responses particularly from Waltham Abbey mentioned this issue. Concerns were also raised about the potential impact on the town’s historic character.</p> <p>Many felt that the historic area around Sun Street was in need of sensitive regeneration to enable Waltham Abbey to better fulfil its potential as an historic tourist centre.</p> <p>Any planning permission for new buildings or alterations to premises in the Conservation Area should conform to the historical street scene. The design of shop fronts should reflect the area the shop is sited in – shop fronts should not be unnecessarily modernised, for example, Sun Street should have “Dickensian/Victorian” signage which should be painted sympathetically. It is also a strong priority to protect the historical connections of Abbey/Museum/Church/Gunpowder Mills/listed buildings/LVRP/open spaces.</p>
<p><b>COMMUNITY FACILITIES</b></p>	
<p>Overview</p>	<p><b>Education</b></p> <p>In terms of primary education, there are five schools within Waltham Abbey, and the current capacity within is approximately 1,670 places, and is forecast to increase only very slightly by 2020. As a result, the study suggests that Waltham Abbey will have only a very limited surplus capacity over the next five years.</p> <p>In terms of secondary education, Waltham Abbey is already experiencing capacity issues, with a modest deficit predicted by 2020. Unlike other areas in</p>

the District, there have been no recent physical expansions to school buildings in Waltham Abbey; however, there is a planned extension to the Leverton Infant and Nursery School in the town. (*Source: Commissioning School Places in Essex 2015-2020*)

### **Health**

There are four local surgeries following the closure of Abbey Surgery in 2015, with this service moving to Cheshunt. (*Sources: NHS Choices, 2016 and High Street Surgery Cheshunt, 2016*):

- Market Square Surgery (7,348 patients)
- Maynard Surgery (3840 patients)
- Waltham Abbey Health Centre Branch Surgery (4004 patients)
- The Medical Practice (6961 patients)

The emerging IDP indicates that the Waltham Abbey Health Centre Branch Surgery and the Maynard Surgery are currently operating with capacity, whilst Market Square Surgery and The Medical Practice are over capacity. (*Source: IDP, 2016*)

The closest hospitals to Waltham Abbey are at Chase Farm, Enfield and Princess Alexandra in Harlow.

There are four dentists in Waltham Abbey. These are:

- Cobbin's Brook Dental Practice
- Alexander's Dental Practice
- Market Square Dental Practice
- BUPA Dental Care centre within the Tesco superstore.

(*Source: NHS Choices, 2016*)

### **Open Space**

There are eight managed open spaces within Waltham Abbey, and it is concluded that the quality of managed open spaces ranged from average to very good as follows:

- Land to the north of Shernbroke Road - Average
- Land surrounded by Winters Way - Average
- Land surrounded by Princesfield Road - Average
- Land surrounded by Thaxted Way - Good
- Market Square - Very good (downgraded to Good in 2012)
- Gardens - Very good – (downgraded to Good in 2012)
- Lee Valley Park Farms (Hayes Hill Farm) - Very good
- Land opposite The Kings Oak Pub - Good

(*Source: Open Space, Sport and Recreation Assessment, 2012*)

### **Recreation Facilities**

	<p>There are four formal playing pitches:</p> <ul style="list-style-type: none"> <li>● Town Mead Leisure Park - Situated to the north east of the crossing point of the M25 with Meridian Way, this site is largest source of outdoor recreational space in the area and offers a wide range of sports facilities.</li> <li>● Larsen Recreation Ground - Situated to the south of the junction between Honey Lane and Broomstick Hall Lane.</li> <li>● Ninefields Recreation Area - Situated between Brickenden Court and Hillhouse.</li> <li>● King George V Playing Field - Situated between the M25 and Roundhills, this site provides a vital source of open space for the nearby residential estates to the north and south.</li> </ul> <p>There is one indoor sports centre in Waltham Abbey – The Waltham Abbey Sports Centre on Broomstick Hall Road, and two swimming facilities - Waltham Abbey Pool on Roundhills and Marriott Leisure on Old Shire Lane. (Source: <i>Open Space, Sport and Recreation Assessment, 2012</i>)</p> <p>Essex CC’s property list also includes the Waltham Abbey Community Centre on Crooked Mile, a facility which includes hall space for community hire. There is also a library on Sun Street. (Sources: <i>Essex County Council, 2016</i>).</p> <p>The 2009 audit for Informal Recreational Spaces contains one site within Waltham Abbey – Gilwell Park, which is classified as ‘good’.</p> <p>The 2009 audit for Children’s Playgrounds contains six sites within Waltham Abbey, four of which being of ‘average’ quality and two of which being of ‘good’ quality.</p> <p>The 2009 audit for Allotments contains four sites within Waltham Abbey, all of which of ‘average’ quality. (Source: <i>Open Space, Sport and Recreation Assessment, 2012</i>)</p>
<p>Community choices responses and stakeholder engagement</p>	<p>Waltham Abbey was suggested as one particular area where residents expressed that they did not have sufficient access to community facilities. This is particularly the case towards the east of the settlement, and many respondents thought that this could be improved by the community hub at Hill House.</p> <p>Responses identify problems with infrastructure, GPs and schools. Schools are mostly full and there is a recognition of the need for a 6th Form at King Harold School.</p>

## C3 Villages and Hamlets

### C3.1 Buckhurst Hill

1. VISION AND OVERVIEW
<b>VISION</b>
<p><b>Proposed Vision</b></p> <p>Buckhurst Hill will continue to provide services and amenities to meet the needs of its community. The Village will continue to provide professional services employment, and to support a successful and prosperous high street, with a focus on independent fashion retail. Better connectivity between the station, Queen’s Road and the wider settlement will enable the village to maximise upon its good public transport accessibility. Future development will take into account the local feel of the settlement and should maintain separation from Loughton.</p>
<b>OVERVIEW OF SETTLEMENT</b>
<p>Buckhurst Hill is located in the south of District. Classed as a Large Village in the Settlement Hierarchy Technical Paper (2015) it has a population of over 11,000 and is the most densely populated settlement in the District.</p> <p>The settlement contains two London Underground Stations at Buckhurst Hill and Roding Valley. It is also serviced by a number of bus routes which provide regular connections to a number of neighbouring area.</p> <p>The urban area of Buckhurst Hill village is surrounded by Green Belt to the east, north and west, with only the exception of a strip of housing along Loughton Way which connects Buckhurst Hill and Loughton.</p> <p>The main retail street is located along Queens Road, which runs from Buckhurst Hill Tube Station in the east to the High Road in the west. It contains a number of small independent retail stores, restaurants and cafes, and is anchored by a Waitrose supermarket. There are two smaller parades of shops on Loughton Way and Station Way.</p> <p>In December 2014, approval was given for the designation of Buckhurst Hill as a Neighbourhood Plan Area. Work is on-going on the Neighbourhood Plan and a first consultation was held in August 2016. The main aim of the plan is to “maintain the current balance of homes and small businesses, improve sustainability, preserve the buildings of architectural and historic interest, encourage local participation, maintain and improve parish facilities, seek improvements to utilities and local infrastructure”.</p>
<b>KEY ISSUES</b>
<ul style="list-style-type: none"> <li>• The settlement is tightly bounded by Epping Forest, the Green Belt and the Roding Valley Flood Plain, which restricts the potential for expansion and growth.</li> <li>• Traffic congestion is apparent within the settlement particularly around Queen’s Road, Station Way, and Princes Road.</li> <li>• Commuter parking causes issues in the area. Controlled Parking Zones in some areas place increased pressure on residential areas.</li> <li>• Consultation suggests that existing NHS capacity of GP surgeries is vastly oversubscribed, and is a potential impediment to the future development of the settlement.</li> </ul>

<ul style="list-style-type: none"> <li>There is also limited remaining primary educational capacity and no public secondary provision to cater for new development.</li> </ul>			
<b>POPULATION</b>			
Ward name	Population at 2011 Census	Area of ward (hectares)	Population density (people per hectare)
Buckhurst Hill East	4,616	119	38.7
Buckhurst Hill West	6,764	266	25.4
Total	11,380	385	29.6
Number of LSOAs in ward in 10% most deprived nationally	None.		
Demographic Profile	<p>Approximately 22% of the population of Buckhurst Hill are aged 18 or under, which is in line with the average for the District, but lower than the national average of 24%. Almost 18% of the population are aged 65 and over, again in line with the average for the District, but just above the national average of 16%.</p> <p>With regard to employment, almost 75% of the residents aged 16-74 are economically active. This is slightly lower than both the District average (79%) and the average for England (77%). (Source: Census 2011, ONS).</p>		
<b>2. SUITABILITY OF THE SETTLEMENT FOR GROWTH AND THE FUTURE OF THE TOWN CENTRE</b>			
<b>OPPORTUNITIES</b>			
<ul style="list-style-type: none"> <li>Opportunities to further reinforce and enhance the retail experience of Buckhurst Hill given its role as a Town in the Settlement Hierarchy Technical Paper (2015). Buckhurst Hill is the only settlement with an ‘upper middle market’ position in the Town Centre Study (2010) which demonstrates the high quality retail offer in the Town.</li> <li>There is good public transport connectivity in the settlement which provides opportunities to support growth. There are opportunities for increased integration of bus services with existing underground station.</li> </ul>			
<b>WEAKNESSES</b>			
<ul style="list-style-type: none"> <li>Traffic congestion particularly around Queen’s Road and Station Road. This has the potential to worsen with greater development unless planned for carefully. (Source: <i>Community Choices Consultation Responses; and Site Visits, July 2016</i>)</li> <li>Availability of commuter parking is a major issue. Should car parks associated with the Station be redeveloped the implications will need to be considered carefully. (Source: <i>Community Choices Consultation Responses</i>).</li> <li>Outward growth of Buckhurst Hill is constrained by way of environmental factors (Epping Forest, designated Green Belt and River Roding Flood Plain), existing built up areas and the District boundary. The settlement is highly constrained, so expansion of services is</li> </ul>			

difficult.
<b>STRENGTHS</b>
<ul style="list-style-type: none"> <li>• Good public transport provision, with two underground stations (Roding Valley and Buckhurst Hill) and regular buses.</li> <li>• A vibrant retail centre (one of the six main centres in the District), with low vacancy rates that has an established role within the District as a niche retail destination with a number of independent stores, including specialist clothing retailers.</li> <li>• There are a number of locally listed buildings of significant heritage value, particularly around the St. John's area of the settlement (<i>Source: Heritage Assets Review, 2012</i>).</li> <li>• Buckhurst Hill is characterised by a strong, historic landscape setting, with good access to the countryside for its inhabitants as well as existing urban green spaces.</li> <li>• High provision of open space and recreational areas within Buckhurst Hill that provide both indoor and outdoor sporting and recreational activities. (<i>Source: Epping Forest District Open Space, Sport and Recreation Assessment, 2012</i>).</li> </ul>
<b>THREATS</b>
<ul style="list-style-type: none"> <li>• Parking needs to be carefully managed to best meet the needs of residents, retailers, shoppers and commuters - this is within the context of an existing conflict between commuter and residential parking. A lack of car parking and traffic congestion have been identified as potential impediments to the successful continuation and growth of existing retail centres and local businesses.</li> <li>• Work undertaken for the District's Infrastructure Delivery Plan suggests that existing NHS GP surgeries are oversubscribed, and this may constraint the future development of the settlement.</li> <li>• There is limited educational capacity at the primary level, and no secondary provision to support new development. (<i>Source: Commissioning School Places in Essex 2015-20</i>)</li> <li>• There are flood risk issues along the southern and eastern boundaries of the settlement (<i>Source: Strategic Flood Risk Assessment, 2014</i>)</li> </ul>

<b>3. TOPIC SPECIFIC INFORMATION</b>	
<b>HOUSING</b>	
<b>Overview</b>	<p>The Community Choices Consultation (2013) explored a number of broad potential locations for growth. These included BKH-1, currently a large residential garden at the northern edge of the existing settlement, and BKH-2, an electricity subway off station way to the south of the village. The SLAA 2016 provides further details of Officer identified and independently promoted sites within the District which may be suitable for residential development.</p> <p>The Settlement Capacity Analysis (2016) identified 12 additional potential sites which were put through the SLAA 2016 and subsequently assessed through the site selection process. These included a number of small sites, including Buckhurst Hill Stores at Lower Queens Road, adjacent to Buckhurst Hill Station, as a potential option for intensification. (<i>Source: Settlement Capacity Analysis, May 2016</i>).</p> <p>This work has fed into the site selection process which is looking in more detail at the most appropriate locations and sites for development.</p> <p>The Stage 1 Viability Assessment (2015) found that there are a wide range of residential values across Buckhurst Hill and variation appears to be at a street by street level. Overall, residential values appear to be lower in Buckhurst Hill East, with the average cost per sqm of a house between at £4,250 to £4,750. In Buckhurst Hill West this is higher at between £4,750 and £5,250.</p>
<b>Community choices responses and stakeholder engagement</b>	<p>Overall, the redevelopment of BKH-1 and BKH-2 was supported by 75% and 83% respectively of those who commented on the Community Choices Consultation, mainly on the basis that they are relatively small sites which would have a limited negative impact in comparison to larger sites in other settlements. BKH-2 was the preferred site for development, owing to its close proximity to the Underground station making it a sustainable location. Some respondents raised concerns that development of BKH-1 would impact negatively on the character of the immediate area and the setting of the nearby listed building in particular.</p> <p>Concerns were raised by some residents about the proposed density of development which it was felt would be out of keeping with other developments in the area. A preference was stated for fewer homes of larger size and better quality.</p> <p>A number of consultees expressed concern that there were fewer options identified for Buckhurst Hill in comparison to a number of other settlements in the District.</p> <p>Other consultees expressed concern that Buckhurst Hill is already over-crowded therefore has limited capacity for further development.</p> <p>Emphasis should be placed upon promoting more flexible development approaches, namely using the building for life criteria which allow people to adapt their homes in order to live in places throughout their lives from flexible family friendly developments to provisions for the elderly either in their own homes or through assisted living.</p>

<b>ECONOMIC DEVELOPMENT</b>	
Overview	<p>Aside from a number of commercial premises along Queen’s Road, there is no primary employment area within Buckhurst Hill. Changes to the planning system, in particular permitted development rights allowing conversion of employment uses to residential, it is envisaged that Buckhurst Hill Village Centre will witness a significant level of small scale intensification of residential uses.</p> <p>There is not a strong evening economy in Buckhurst Hill, in comparison to other settlements within Epping Forest District. (<i>Source: Site Visits, July 2016 and Town Centre Survey Results, 2015</i>).</p> <p>There is an opportunity to expand upon tourism within Buckhurst Hill, maximising upon the neighbouring Epping Forest; which extends to 9.2 square miles and receives some 4.3 million visits each year and makes a major contribution to the provision of public open space in the District. There are also opportunities for tourism around a number of golf courses in the vicinity of Buckhurst Hill and the nearby Lee Valley White Water Centre. (<i>Source: Lee Valley White Water Centre Economic Development Study, 2011; and Site Visits, July 2016</i>).</p> <p>Buckhurst Hill has limited existing employment land that has been identified. The Employment Land Review (2010) identifies two existing employment sites on Queens Road (ELR-0080A and ELR-0080B).</p> <p>The Council will be undertaking further work to enable specific employment allocations to be identified within the Local Plan, and to further consider opportunities to intensify and extend existing sites where appropriate.</p>
Community choices responses and stakeholder engagement	<p>Stakeholders suggested a need to provide more local jobs to reduce dependency on employment in London, and reduce commuting out of the area.</p>
<b>TOWN CENTRE</b>	
Overview	<p>Buckhurst Hill centre is one of six main retail centres within the District. Shops and services are split between the east and west end of Queen’s Road, the eastern half is designated as a main Town Centre in the Local Plan 1998 Maps Updated by Alterations 2006 and a small District Centre in the Town Centre Survey (2010), also including a small portion of King’s Avenue. Retail frontage in this area was approximately 787 metres in 2015. (<i>Source: Settlement Hierarchy Assessment, 2015; Town Centre Survey, 2015</i>).</p> <p>There is a further area of commercial uses at the western end of Queen’s Road, which is not part of the main town centre in the 2010 study and is designated as a Local Shopping Centre in the existing Local Plan 1998 Maps Updated by Alterations 2006, separated from the main retail area by a significant length of housing development. The shops are generally small and there are no data on demand from other multiple retailers. The majority of non-residential land uses in Buckhurst Hill are A1 retail. (<i>Source: Town Centre Survey, 2015; Community Choices: Issues and Options Document,</i></p>

	<p>2012).</p> <p>There is only one multiple retailer (Waitrose), but the centre was found to have an ‘upper middle market’ position in 2010, indicating a high quality retail offer (Source: MHE index 2008 in Town Centre Study 2010). The success of the high street is also evidenced by the small proportion of vacant units. The 2015 Town Centre Survey found that vacancy in the main shopping area of Buckhurst Hill (which covers Queen’s Road and part of King’s Avenue) is low at just over 3% of the total retail frontage. Those units which were vacant were A1 uses. Site visits in July 2016 showed only one vacant ground floor shop unit along the main shopping street, Queen’s Road, formerly a travel agent.</p> <p>The nature of the overall offer in Buckhurst Hill has changed in recent years. The 2015 Town Centre Survey data suggests a small decrease in the number of A1 units in the centre. There is some evidence of fewer ‘traditional retail’ units than previously in the town and there has been an increase in ‘high end’ service facilities such as hairdressers and beauticians, as well as a move toward more ‘boutique’ style shops (Source: <i>Settlement Hierarchy Technical Paper, 2015; Town Centre Survey Data, 2015; and Site Visits, July 2016</i>).</p> <p>The centre of Buckhurst Hill retains a local feel, with Queen Street blending naturally into the neighbouring residential area. (Source: <i>Community Choices: Issues and Options Document, 2012 and Site Visits July 2016</i>).</p> <p>There is no evidence of any new retail immediately outside of the Town Centre boundary from that identified in the Town Centre Study of 2010, and no evidence of any development since 2008 in close proximity to the settlement centre. (Source; <i>Site Visits, July 2016</i>).</p>
<p>Community choices responses and stakeholder engagement</p>	<p>Consultees and local interest groups largely stated that they did not feel that having additional large retailers within the town centre would be appropriate.</p> <p>There is a need to promote a viable and vibrant shopping area at Queens Road. Retail should extend to Loughton Way and Station Way, and not just be concentrated at Queens Road.</p> <p>Sustainable economic growth in the District should be encouraged, and improvement of the prestige, performance, vitality and viability of the town centres in a number of areas including Buckhurst Hill.</p>
<p><b>TRANSPORT</b></p>	
<p>Overview</p>	<p><b>Public Transport</b></p> <p>There are two London Underground Stations located within Buckhurst Hill which provide services via the Central Line – Buckhurst Hill and Roding Valley. While a comprehensive service is available from Buckhurst Hill, a significantly reduced service is available from Roding Valley, which is located on the Fairlop Loop section of the Central Line.</p> <p>Concerns have been raised regarding the available capacity of the Central Line in the District as a whole to cater for the growth proposed in Epping Forest District. This will be an important consideration for development options in and around Buckhurst Hill. (Source: <i>Settlement Hierarchy</i></p>

	<p><i>Technical Paper, 2015).</i></p> <p>As well as the London Underground service, the settlement is serviced by a number of bus routes which provide regular connections to a number of neighbouring area. The centre of Buckhurst Hill is served by a total of five different bus routes connecting Buckhurst Hill with Ilford, Loughton, Chigwell, Walthamstow, Woodford Green, and Woodford. The frequency of bus provision is good with more than one bus every ten minutes at peak times. The majority of these routes are London Buses services. <i>(Source: Site Visits, July 2016).</i></p> <p><b>Road</b></p> <p>Traffic congestion has been identified as a major issue for the Village. In particular, this is an issue on and around Palmerston Road and Queens Road at peak commute times. The High Road and Epping New Road are two heavily used north-south routes, and traffic congestion on those routes also impacts upon pollution levels within Epping Forest District. <i>(Source: Notes of settlement planning day Jan 2016).</i></p> <p><b>Walking and cycling</b></p> <p>There are no separate cycling routes in the main centre of Buckhurst Hill. There are some secure cycle parking facilities at the Central Line Stations. <i>(Source: Site Visits, July 2016).</i></p> <p>The Settlement Edge Landscape Sensitivity Study (SELSS) identifies a number of Public Rights of Way within the fringes of Buckhurst Hill which provide recreational access for pedestrians and cyclists (2011).</p> <p>The main retail centre is located less than five minutes’ walk from Buckhurst Hill Underground station, with clear pedestrian routes to the main retail centre.</p> <p><b>Car parking</b></p> <p>Buckhurst Hill Underground station has 38 car parking spaces and the car park at Lower Queens Road has 100 spaces. There is another car park at Upper Queens Road, which primarily serves the Town Centre, which has 18 parking spaces <i>(Source: Site Visits, July 2016).</i></p> <p>Commuter car parking is seen as a significant issue in Buckhurst Hill, with many commuters seeking to travel to Buckhurst Hill and travel on the Central Line from there due to lower ticket prices. Parking for those wishing to access the settlement centre area is a difficulty. <i>(Source: Community Choices Consultation Responses).</i></p>
<p>Community choices responses and stakeholder engagement</p>	<p>Community Consultation responses identified traffic congestion as a major issue. Council stakeholders identified this as an important factor to take into consideration when planning future growth.</p> <p>Consultees raised concerns about the possible traffic impacts of the proposed development sites in Buckhurst Hill, in particular around Roding Valley Station and Station Way. Respondents also noted that the lack of current parking would be exacerbated by new development which would cause</p>

	<p>further disruption and congestion on the roads.</p> <p>The need for the improvement of bus services in the area was raised, with the possible use of minibuses as a service to compliment taxi and bus services.</p>
<b>ENVIRONMENT</b>	
<p>Overview</p>	<p><b>Environmental designations</b></p> <p>Epping Forest lies to the south and west of Buckhurst Hill. Extending to 9.2 square miles the forest is designated as a Special Area of Conservation (SAC) and a Site of Special Scientific Interest (SSSI), and is a major environmental and recreational asset to Buckhurst Hill and the surrounding area. Any outward development of Buckhurst Hill is thus constrained by the forest.</p> <p>Roding Valley Meadows, designated as a Local Nature Reserve and part of the Roding Valley Meadows SSSI, also provides a significant extension to the Epping Forest SSSI.</p> <p>There are a number of key sensitive landscape and environmental features that are considered desirable in the 2011 SELSS, which include areas of urban green space character close to the south eastern fringe of Buckhurst Hill settlement and several veteran trees which are scattered within the fringes of the settlement. Landscape Areas 1 and 6 in Chapter 9 of the SELSS surround Buckhurst Hill. These are found to be high and moderate respectively with regard to sensitivity and therefore desirable to safeguard. (<i>Source: SELSS, 2011</i>).</p> <p>Local Wildlife sites are:</p> <ul style="list-style-type: none"> <li>● Ardmore Lane Wood – a fragment of Epping Forest now surrounded by urban development in Buckhurst Hill.</li> <li>● Warren Hill Woods – a section of ancient wood separated from the Epping Forest SSSI. The site acts as a buffer between The Warren and the SSSI, and has value in its own right.</li> <li>● Linder’s Field (also designated as a Local Nature Reserve) – the southern end of the LNR comprises the remnants of an ancient wood. The remainder of the site comprises old grassland, with a pond and scrub.</li> <li>● Roding Valley Meadows - much of which is managed by Essex Wildlife Trust as a nature reserve.</li> </ul> <p>(<i>Source: Local Wildlife Sites Review, 2010</i>)</p> <p><b>Flood Risk</b></p> <p>The Roding flood plain is located directly to the east of the settlement. Only a small part of the urban area is within Flood Zones 2 &amp; 3. The remainder is within Flood Zone 1 and therefore identified as being at low risk of flood. (<i>Source: Environment Agency mapping, accessed June 2016</i>)</p> <p>There is one critical drainage area (CDA) in Buckhurst Hill – the Meadway. The east of the CDA is at significant risk of surface water flooding with estimated depths of over 1.5m, with extreme hazard towards to west of the CDA. The majority of the drainage network is running near or at full capacity (from 75-100%). Mitigation proposed includes permeable paving along</p>

	<p>Amberley Road and The Meadway, and green roofs on existing apartment buildings to the south of the CDA. (Source: Updated Surface Water Assessment, May 2016).</p> <p>The floodplain separates Buckhurst Hill and Chigwell and provides a rich source of biodiversity habitat and a valuable amenity resource for the communities of Buckhurst Hill and Chigwell. (Source: Strategic Flood Risk Assessment, 2013).</p> <p><b>Air Quality</b></p> <p>There is no Air Quality Management Area within Buckhurst Hill.</p> <p>Air Quality issues arising from traffic passing through Epping Forest is a major concern for the Conservators of Epping Forest and any large scale development within Buckhurst Hill would be required to assess the impact. This is currently being monitored by EFDC.</p> <p><b>Energy Consumption</b></p> <p>The Carbon Reduction and Renewables study identified Buckhurst Hill as having one of the highest consumptions of domestic gas in the District. The study finds that there is a need to increase the amount of renewable energy provided and utilised in the settlement. (Source: Epping Forest District Carbon Reduction and Renewables Study, 2013)</p>
<p>Community choices responses and stakeholder engagement</p>	<p>A number of respondents expressed concern at the potential impact of development on Linder’s Field Local Nature Reserve, both in terms of construction and operation. In particular respondents were concerned about the impact on biodiversity, views and landscape character. There was also concern that development adjacent to Linder’s Field may put pressure on the Nature Reserve to de-designate.</p> <p>Protection of the floodplain is seen as important, with potential for recreational uses to be permitted, but through controlled management.</p> <p>Small areas of green space, views and pathways associated with Buckhurst Hill, for example, village greens and specific sites such as Linder’s Field Local Nature Reserve should be protected.</p>
<p><b>LANDSCAPE</b></p>	
<p>Overview</p>	<p>Buckhurst Hill is built on a ridge that rises from the floodplain of the River Roding to the east and borders Epping Forest to the west and is characterised by a strong, historic landscape setting, with good access to the countryside for its inhabitants as well as existing urban green spaces.</p> <p>The Landscape Character Assessment identifies Buckhurst Hill as largely urban in character, with the western and northern boundary (between Loughton and Theydon) typified by Epping Forest Ridge, Lower Riding Valley to the east, and Theydon Garon Wooded Ridge and Valley to the north and northeast. (Source: Epping Forest District Landscape Character Assessment, 2010)</p> <p>The SELSS has designated land to the north-west at Epping Forest and Oak</p>

	Hall as a High Sensitivity Landscape. (Source: SELSS, 2012).
Community choices responses and stakeholder engagement	Protection of small areas of green space, views and pathways associated with Buckhurst Hill is vital. For example, village greens and specific sites such as Linder’s Field should be protected.
<b>GREEN BELT</b>	
Overview	<p>The urban area of Buckhurst Hill village is surrounded by Green Belt to the east, north and west, with only the exception of a strip of housing along Loughton Way which connects Buckhurst Hill and Loughton. Lords Bushes in the south of the settlement, which forms part of Epping Forest, is also designated as Green Belt. The Green Belt is important for maintaining separation between Buckhurst Hill, Loughton and Chigwell and preventing any conurbation and coalescence between the settlements.(Source: Stage 1 Green Belt Assessment)</p> <p>In and around Buckhurst Hill seven Green Belt parcels were assessed and were found to make either a moderate or strong contribution towards the Green Belt, as follows:</p> <ul style="list-style-type: none"> <li>• DSR035- Land North, West and East of Chigwell</li> <li>• DSR036 – Land South of Chigwell</li> <li>• DSR038 – Southwest of M11 and the London Underground Fairlop Loop</li> <li>• DSR039 – East of Buckhurst Hill</li> <li>• DSR054– Epping Forest – East of Epping New Road</li> <li>• DSR058 – High Beach and Sewardstonebury</li> <li>• DSR071 – Knighton Wood – Buckhurst Hill</li> </ul> <p>The majority of parcels scored strongly for purpose 3 (safeguarding the countryside from encroachment). (Source: Stage 1 Green Belt Assessment)</p> <p>The Green Belt assessment concludes that when accounting for Green Belt and absolute constraints to development, there is little land remaining in Buckhurst Hill. However, given the continuous built nature of Buckhurst Hill and Loughton/ Debden, all land in the Green Belt within 1km of the settlement boundary and Central Line station are included for further assessment at Stage 2. (Source: Stage 1 Green Belt Assessment)</p> <p>Parcel DSR 054 was taken forward to Stage 2 of the Green Belt review, and split into a number of sub-parcels. Three of these directly abut the current settlement. The resultant harm to the Green Belt purposes if each parcel were released is deemed to be as follows:</p> <ul style="list-style-type: none"> <li>• Parcel 054.1 – Very High</li> <li>• Parcel 054.11 – Very Low</li> <li>• Parcel 054.2 - Moderate</li> </ul> <p>(Source: Stage 2 Green Belt Review, 2016)</p>
Community choices	Respondents were concerned about the principle of developing at Buckhurst Hill in the Green Belt and the precedent that this would set. The importance

<p>responses and stakeholder engagement</p>	<p>of maintaining the Green Belt gap between Buckhurst Hill and Loughton was also mentioned.</p> <p>Some consultees expressed concern that there were fewer options identified for Buckhurst Hill in comparison to a number of other settlements in the District. However, others noted that the semi-rural character of the town needed to be maintained and that development on the Green Belt, and in particular, the Green Belt gap that separates Buckhurst Hill and Loughton should be avoided.</p> <p>The protection of the Green Belt between Chigwell and Buckhurst Hill is a priority, with concern that development at Chigwell could cause coalescence of the two settlements.</p> <p>The potential to use the Green Belt for sports and recreation was noted, but this should be controlled and managed.</p>
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**HERITAGE & TOWNSCAPE**

<p>Overview</p>	<p><b>Listed Buildings</b></p> <p>There are two listed buildings. In the north is the Church of St John the Baptist which is Grade II listed. To the south, the main quadrangle, library and chapel of Bancroft School are also Grade II listed. <i>(Source: Historic England Listed Building Mapping, accessed June 2016).</i></p> <p>There are 42 locally listed buildings which are of local architectural or historic interest. Of particular concern in relation to the development proposals set out in the Consultation document is the St Just’s building. This is a locally listed building on proposed development site BHK1 in the Community Choices Issues and Options Consultation Document. <i>(Source: Epping Forest Local Listings for Buckhurst Hill, accessed June 2016)</i></p> <p><b>Conservation Areas</b></p> <p>There are no Conservation Areas in Buckhurst Hill. However, while not recognised with Conservation Area status, the historic character of the village centre area forms a key element of the overall character of Buckhurst Hill.</p> <p>The Heritage Asset Review identified the area around St John’s Church, the pond and Green for consideration for designation, due to the areas significant and attractive contribution to the local townscape. <i>(Source: Heritage Asset Review, 2012)</i></p> <p>The Historic Environment Characterisation Study (2016) identifies that Buckhurst Hill sits within Historic Environment Character Area 9 (HECA 9 Loughton). This area was developed during the 19th and 20th centuries, comprising largely of terraced and semi-detached properties. Development was spurred on by the construction of the railway station in 1865. Within this area, there are a number of historic character zones which relate to Buckhurst Hill. These include:</p> <ul style="list-style-type: none"> <li>• HECZ 9.4 Loughton – a large zone comprising the core of the modern urban area of Loughton and northern Buckhurst hill. The area is bisected by the mid-19th century railway which did much to facilitate the urbanisation of the area.</li> </ul>
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	<ul style="list-style-type: none"> <li>• HECZ 9.5 Fallowfields area - This zone comprises a small area of agricultural landscape relating to North Farm and the former farms of Hill farm and Beech Farm. North Farmhouse is Listed and is 16th or early 17th century in date.</li> <li>• HECZ 9.6 Buckhurst Hill - Historically this zone lay partially within Epping Forest. The development of the area dates to the coming of the railway in the mid-19th century and is largely residential in character.</li> <li>• HECZ 9.7 Lords Bushes - A small area of historic wood pasture on the southern edge of Buckhurst Hill, comprising a detached portion of Epping Forest. Monkams Lane on its southern edge forms the boundary between Epping District and the London Borough of Redbridge and is marked by the Veteran tree, the Pulpit Oak.</li> <li>• HECZ 9.8 Southern Buckhurst Hill - A small mid-20th century residential zone on the southern edge of Buckhurst Hill. Dwellings comprise semi-detached properties.</li> </ul>
<p>Community choices responses and stakeholder engagement</p>	<p>In relation to the proposed development of St Just’s, consultees raised concerns about the potential negative impact on the character of the immediate area and the setting of the listed building in particular. Concerns were also raised about the setting of the building given its association with the Linder family and Beatrix Potter. The potential impacts of development were also highlighted in relation to the locally listed building of 1 Powell Road. It was noted that sensitive design could overcome this.</p>
<p><b>COMMUNITY FACILITIES</b></p>	
<p>Overview</p>	<p><b>Education</b></p> <p>There are two primary schools (two form entry) located within Buckhurst Hill. Both are at or near capacity and unable to increase their levels of attendance:</p> <ul style="list-style-type: none"> <li>• Buckhurst Hill Primary: surplus of 28 spaces in 2014/15. Estimated surplus of 4 by 2019/20.</li> <li>• St John’s Church of England School: surplus of 51 spaces in 2014/15. Estimated surplus of 1 by 2019/20</li> </ul> <p><i>(Source: Commissioning School Places in Essex 2015-20, Appendix 1a, 2015)</i></p> <p>In December 2015 planning permission was granted for a single storey infill extension to Buckhurst Hill primary school. It is understood that there are no additional opportunities for school expansion.</p> <p>There are no public secondary schools within Buckhurst Hill, but there is one private secondary School, Braeside School. Braeside also offer primary education, alongside two further independent schools: the Daiglen School and Loyola Prep School.</p> <p>Essex County Council are seeking to address school capacity issues in the Buckhurst Hill, Chigwell and Loughton areas collectively. The majority of students from Buckhurst Hill travel to Loughton, Chigwell and Woodford for secondary education. <i>(Source: Commissioning School Places in Essex 2015-</i></p>

20, Appendix 1a, 2015).

Buckhurst Hill Parish Council has previously expressed some interest in possible redevelopment opportunities at Buckhurst Hill Primary School to increase capacity from some enabling development. The site may be constrained by flood risk and access/car parking, which could prove prohibitive to substantial change.

### **Health**

There are three GP practices within Buckhurst Hill:

- King's Medical Centre (7,437 registered patients);
- Palmerston Road Surgery (4,647 registered patients); and
- The River Surgery (4,211 registered patients).

There are also three dentist surgeries located within the settlement.

*(Source: NHS Choices, accessed 2016).*

The nearest A&E is located at Whipps Cross (London Borough of Waltham Forest), approximately four miles away. There is also a small private hospital located within the settlement boundary, the Holly Private Hospital. *(Source: Essex County Council website).*

### **Open Space**

The Epping Forest Open Space, Sport and Recreation Assessment, 2012 identifies:

Buckhurst Hill contains six allotment sites, which range in quality:

- Forest Edge (good)
- Hornbeam Road (Average)
- Hornbeam Close (Poor)
- Lower Queen's Road (Very good)
- Boxted Close (good)
- Palace Gardens (good)

Site visits showed that parts of the allotments at Boxted Close and Hornbeam Road are overgrown and there is a lack of security fencing. The entrance gateway to Boxted Close allotment is unattractive and not well maintained. Not all allotments have dedicated parking.

There is one cemetery, associated with St John the Baptist Church. In 2012, this was assessed to be of good quality.

There is access to two areas of woodland and semi-natural open space from Buckhurst Hill. These are Epping Forest and Linder's Field Local natural Reserve. Both are considered to be good or very good in terms of quality.

The 2012 assessment identified deficiencies in public access to amenity green space from parts of Buckhurst Hill between the A110 and the A121 and also deficiency in quality around signage and interpretation. There are five managed open spaces within Buckhurst Hill, all of which were considered to

	<p>be only average in quality:</p> <ul style="list-style-type: none"> <li>• Land between Felstead Road and Loughton Way</li> <li>• Land surrounded by Pentlow Way</li> <li>• Land between Roebuck Lane and Russell Road</li> <li>• Green Walk</li> <li>• Land between the junction of Chestnut Avenue and Hornbeam Road</li> </ul> <p><b>Recreation Facilities</b></p> <p>Buckhurst Hill has good provision of recreation and sports facilities. Playing pitches are provided at five different locations across the settlement:</p> <ul style="list-style-type: none"> <li>• Buckhurst Hill primary school</li> <li>• Buckhurst Hill Cricket Club</li> <li>• Buckhurst Hill Cricket Ground</li> <li>• Buckhurst Hill Football Club</li> <li>• Buckhurst Hill Sport and Social Club</li> </ul> <p>All facilities provide some changing facilities and are generally well maintained. There is no hard standing parking available at the Sport and Social Club.</p> <p>All areas within the settlement are within 10 miles drive of turf pitches, sports centres, swimming pools and tennis courts.</p> <p>There are also two village halls and community centres in Buckhurst Hill. Roding Valley Hall is well used by a variety of clubs for multiple activities. The Woollard Centre, bought and refurbished by the parish council in 2008, is also well used.</p> <p>Two of the 17 informal recreation grounds in the District fall in Buckhurst Hill. Both are good quality and there is no deficiency in this area.</p> <p>There are three children’s playgrounds in Buckhurst Hill. Two are in Roding Valley (North and South) and one at King’s Avenue. Roding Valley South is rated poor in terms of quality, the other two are good or very good.</p>
<p>Community choices responses and stakeholder engagement</p>	<p>According to a number of consultees, existing social infrastructure provision is lacking, particular with regard to health and emergency services. A number of consultees noted restricted capacity of health facilities and expressed concern at the potential impacts of new development.</p> <p>Stakeholders also highlighted the requirement for more dispersed health services across the Buckhurst Hill area to better serve its residents, along with enhanced sports/recreational facilities.</p> <p>Stakeholders supported the need for Bedford House Community Association to receive adequate support to enable it to remain open as a centre for adult learning and the arts, as it is seen as an integral component of the community facilities available in Buckhurst Hill.</p> <p>It was also noted that provisions for extra secondary school places and also expansion of St. John’s and the Community primary schools are also</p>

	required.
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## C3.2 Chigwell

1. VISION AND OVERVIEW
<b>VISION</b>
<p><b>Proposed Vision</b></p> <p>Chigwell will provide a range of services and infrastructure to support new and existing communities, with particular emphasis on health care and education. The distinctive communities of Chigwell Village, Grange Hill and Chigwell Row will be celebrated, while opportunities to develop Chigwell as an integrated village will be explored and maximised.</p> <p>The Village will meet a wide variety of local housing needs through small scale development. Future development will maintain and enhance the rural and historic character of the settlement, and should maintain separation from neighbouring Outer London settlements.</p>
<b>OVERVIEW OF SETTLEMENT</b>
<p>Chigwell is designated as a Large Village in the Settlement Capacity Assessment (2015) and has a population of around 13,000 people. The village is located in the south of the District, in close proximity to the edge of Greater London. It is separated from the outer edges of Hainault by Hainault Forest Country Park and an area of Green Belt to the south of Lambourne Road. Land to the north is less developed, and contains a large reservoir.</p> <p>Chigwell comprises three quite distinct areas:</p> <ol style="list-style-type: none"> <li>1. The original historic village, including a Conservation Area with a number of heritage assets and the more recent suburban development to the south at Brook Parade (the main retail centre).</li> <li>2. Grange Hill, linked to Chigwell Village via Hainault Road, and containing the Limes Farm estate which lies immediately to the south and west of the station.</li> <li>3. Chigwell Row, which is considered by some to form part of Chigwell is a smaller linear village strung out along Lambourne Road leading to Chipping Ongar set in extensive countryside within the Green Belt. This is considered to be a separate settlement in the Settlement Hierarchy Assessment (2015).</li> </ol> <p>Chigwell benefits from two Central Line stations (Chigwell and Grange Hill) which are located on the Fairlop Loop section of the Central Line.</p> <p>In March 2014, approval was given for the designation of the Chigwell as a Neighbourhood Planning Area. Work is on-going on the Neighbourhood Plan, following consultation with the community in 2014.</p>
<b>KEY ISSUES</b>
<ul style="list-style-type: none"> <li>• Although classified as a Large Village, Chigwell comprises three relatively distinct areas: the original historic village and the retail area of Brook Parade, Grange Hill and Limes Farm area, and Chigwell Row area. The main shopping is limited to Brook Parade on the west side of the High Road, to the north of the Central Line.</li> <li>• Traffic congestion causes significant issues in the settlement, particular around Manor Road. Public Transport capacity is also restricted by the settlements location on the Fairlop Loop section of the Central Line.</li> <li>• Chigwell is primarily residential with limited local employment. This means that many residents commute out for work. Increased residential development may therefore</li> </ul>

<p>exacerbate concerns around parking and congestion in the settlement.</p> <ul style="list-style-type: none"> <li>Proximity to London brings the challenge of preventing coalescence with outer London Boroughs. The Green Belt is therefore important in ensuring Chigwell remains a separate settlement.</li> <li>There are some capacity constraints with regard to community facilities in Chigwell. All primary schools in the settlement are running at or close to capacity. There is one public secondary school in Chigwell which is operating at a growing deficit.</li> </ul>			
<b>POPULATION</b>			
Ward name	Population at 2011 Census	Area of ward (hectares)	Population density (people per hectare)
Chigwell Village	4,160	1,019	4.1
Grange Hill	6,620	171	38.8
Total	12,987	1190	10.9
Number of LSOAs in ward in 10% most deprived nationally	<p>None.</p> <p>One LSOA to the south of Grange Hill is within the 20% most deprived nationally. This is the second-most deprived LSOA in the District.</p>		
Demographic Profile	<p>Approximately 25% of the population of Chigwell are aged 18 or under, which is slightly above the average for the District (22%), but below the national average of 24%. This compares to a population who are aged 65 and over of almost 16%, again below with the average for the District (18%), but in line with the national average of 16%.</p> <p>With regard to employment, almost 76% of the residents aged 16-74 are economically active. This is below the District average (79%) and the average for England (77%). (Source: Census 2011, ONS).</p>		
<b>2. SUITABILITY OF THE SETTLEMENT FOR GROWTH AND THE FUTURE OF THE TOWN CENTRE</b>			
<b>OPPORTUNITIES</b>			
<ul style="list-style-type: none"> <li>There is potential to provide a greater mix of houses and amenities to cater for new and existing residents.</li> <li>The unique and sensitive environment surrounding Chigwell presents opportunities to build on proximity to the River Roding for fishing, walking and even some forms of water sport/recreational activities.</li> <li>A new specialist school for children with learning disabilities will provide a key service for vulnerable children in the community. Potential to promote the area around its existing leisure facilities (e.g. Top Golf).</li> <li>Opportunities for a more frequent tube service from Chigwell Station which would improve connectivity.</li> </ul>			

**WEAKNESSES**

- Although classified as a Large Village, it is separated into a number of different areas. The main shopping which is small and local in nature is limited to the Brook Parade on the west side of High Road north of the Central Line.
- There is concern regarding the capacity of local health and education infrastructure to cater for existing and future residents.
- Using the IMD (2010) analysis, Grange Hill (SE) is the second-most deprived LSOA in the District. Key issues are income and education, skills and training.
- There are a lack of east-west connections to Loughton and Epping.

**STRENGTHS**

- Chigwell provides a range of local services including a library and the parish council offices, alongside good quality open space and children's recreational facilities.
- Leisure facilities exist in the form of the golf course and the Top Golf centre.
- The centre is served by two Central Line stations and a number of regular bus services.
- Most of the original village is a Conservation Area with a number of listed buildings. Other environmental assets include the Roding Valley Meadows SSSI (and Local Wildlife Site) on north side of M11, and other sites identified as Local Wildlife Sites.

**THREATS**

- Proximity to London brings the challenge of preventing coalescence. The Green Belt is therefore important in ensuring Chigwell remains a separate settlement.
- Chigwell is highly residential in nature, and as a result there is limited local employment meaning many residents commute for work.
- There are limited employment opportunities in the settlement and high levels of commuting out.
- There are concerns around parking and congestion in the settlement, particularly around Manor Road. Public Transport capacity is also restricted by the settlement's location on the Fairlop Loop section of the Central Line.

<b>3. TOPIC SPECIFIC INFORMATION</b>	
<b>HOUSING</b>	
Overview	<p>The Community Choices Consultation explored a number of broad locations for growth, including options to grow the town in all directions. The SLAA provided further details of Officer identified and independently promoted sites within the District which may be suitable for residential development.</p> <p>The Settlement Capacity Study (2016) identified twelve additional potential sites which were put through the SLAA 2016 and subsequently assessed through the site selection process. These included a number of sites, ranging in scale from small to larger sites. Larger sites were identified at North Dene and Copperfield. They also included opportunity for development at Limes Estate, with potential for up to 125 housing units. <i>(Source: Settlement Capacity Study, May 2016)</i></p> <p>This work has fed into the site selection process which is looking in more detail at the most appropriate locations and sites for development.</p> <p>The Stage 1 Viability Assessment (2015) found that there are a wide range of residential values across Epping and variation appears to be at a street by street level. Overall, residential values appear to be among the highest in the District, with the average cost per sqm of house between £5,750 and £6,250. <i>(Source: Stage 1 Viability Assessment, 2015).</i></p>
Community choices responses and stakeholder engagement	<p>There is a need to provide sufficient housing over the next twenty years to meet local needs. This will mean continuing with the policy of organic growth, providing mixed housing on a village scale which addresses future changes in the needs of younger residents with limited financial resources, divorcees, the elderly, and the demand for larger family houses as well as flats for downsizing.</p> <p>Sites preferred for selection need to be unobtrusive visually, spread over and well-integrated with the Parish, and linked to improved infrastructure possible.</p> <p>Chigwell has at least around 220 dwelling in the pipeline already which provides ten years supply.</p> <p>This gives evidence of Chigwell providing significant incremental growth already with a net unbuilt/unoccupied total since 2010 of around 220 dwellings.</p>
<b>ECONOMIC DEVELOPMENT</b>	
Overview	<p>Apart from the shops, schools and a small number of local services, there is little provision for employment in the settlement. Primarily, residents commute into London or other larger settlements in the District for work. Very few sites have been identified for employment use in Chigwell through the SLAA or site selection process.</p> <p>There is not a strong evening economy in Chigwell, in comparison to other settlements within Epping Forest. <i>(Source: Site Visits, July 2016 and Town Centre Survey Results, 2015).</i></p> <p>Chigwell has no existing employment land that has been identified. The</p>

	<p>Council will be undertaking further work to enable specific employment allocations to be identified within the Local Plan, and to further consider opportunities to intensify and extend existing sites where appropriate.</p>
<p>Community choices responses and stakeholder engagement</p>	<p>Many of the responses to the Community Choice Consultation mentioned Chigwell specifically, stating that there were no job opportunities in the settlement and that, therefore, housing growth would mean an increase in commuting. Local employment opportunities were not believed to exist in the area.</p> <p>Opportunities to build on proximity to the River Roding could be further developed for fishing, walking and even some forms of water sport/recreational activities.</p>
<b>TOWN CENTRE</b>	
<p>Overview</p>	<p>The settlement of Chigwell was not considered within the 2010 Town Centre study. However, it is identified as a Large Village in the Settlement Hierarchy Technical Paper (2015) due to the inclusion of both the older village of Chigwell, and newer development around the Limes Farm Estate and Grange Hill station and the services that are within both. In this paper, the village centre of Chigwell covers both the Grange Hill and High Road area, but not Chigwell Row.</p> <p>The line of shops (Brook Parade) on the west side of High Road immediately north of the Central Line is the main area of retail uses, with 120 metres of retail frontage. Units comprise a range of shops, largely A1 and A3 in use including a pharmacy, two clothes shops, three cafés, a travel agents, a florist, two dry-cleaners and seven beauty and hairdressing units. In addition, on the corner of the parade is a Volvo car dealership. There is no anchor national retailer within this centre. <i>(Source: Town Centre Survey, 2015; Site Visits July 2016).</i></p> <p>A site visit in July 2016 showed that there were three vacant units at Brook Parade. Two of the units (184 and 185) appeared to be undergoing redevelopment, although details have not been identified. A further unit, a former bank building, also appeared to be vacant. This compares to the results of the 2015 Town Centre Survey which suggested only one vacancy at Brook Parade. <i>(Source: Town Centre Survey, 2015; Site Visits July 2016).</i></p> <p>In addition to Brook Parade, Grange Hill has 21 units offering a range of shops and services. Site visits in July 2016 showed that all except one of these units was in use. The mix of uses was similar to that seen at Brook Parade with: three estate agents, three beauty / tanning, computers, off licence / food / newsagent, deli, florist, hairdressers, dry cleaners, ironing parlour, fish bar, osteopath, dentist, optometrist solicitors, taxi firm and an Indian restaurant. <i>(Source: Site Visits July 2016).</i></p> <p>Chigwell historic village also provides a pub and restaurant. <i>(Source: Site Visits July 2016).</i></p>
<p>Community choices responses and</p>	<p>One potential opportunity area, in Hainault Road, and four potential growth areas were identified in the Community Choices Consultation. A resounding 94% of responses said the right development options had not been identified,</p>

stakeholder engagement	<p>76% opposed the opportunity area and 87% objected to the four remaining growth areas.</p> <p>It was felt that emphasis should be placed on the organic growth of Chigwell as a village centre. Focus should be put upon providing facilities and amenities to cater for existing residents, rather than major redevelopment in the area. The expansion of retail and village centre uses was not mentioned as a priority.</p>
<b>TRANSPORT</b>	
Overview	<p><b>Public Transport</b></p> <p>Two London Underground stations (Chigwell and Grange Hill) connect Chigwell to the Fairlop Loop section of the Central Line. Site visits in July 2016 showed that both stations were easily accessible from the main retail centres of Brook Parade and Grange Hill.</p> <p>Chigwell is serviced by the 167 bus route. Grange Hill is also served by the 362 (to Ilford via Limes Farm estate) and 462 (St George’s Hospital via Chadwell Heath and Hainault). At peak times there can be up to three buses per hour. Chigwell is also served by the school bus routes 667 and 804. In total there are 92 departures/arrivals daily on weekdays, with connection to Ilford and Loughton.</p> <p><b>Road</b></p> <p>Chigwell is served by the B170 to the west and the A1168 to the north which connects to the M11 motorway, while the A123 and A1168 connect to settlements in the south.</p> <p><b>Walking and cycling</b></p> <p>There was little evidence of cycle infrastructure at either of the London Underground stations, and the roads running through the main settlement areas did not appear to have obvious designated cycle routes and/or parking. (<i>Source: Site Visits, July 2016</i>).</p> <p><b>Car parking</b></p> <p>Car-parking is an issue in Chigwell with conflicts between commuter and local parking. There is no car-parking at Grange Hill station and as a result commuters often use the small car park adjacent to the library and parish council offices in Hainault Road. (<i>Source: Site Visits, July 2016</i>).</p> <p>There is some on-street parking throughout the newer parts of the settlement. Some short stay car parking is available outside shopping areas of Brook Parade and Grange Hill. There is no evidence of formal parking provision within the historic village core. (<i>Source: Site Visits, July 2016</i>).</p>
Community choices responses and stakeholder engagement	<p>Respondents to the Community Choices Consultation noted that the current transport infrastructure may not be sufficient to cater for new development in the area.</p> <p>In addition, respondents stated that there were not currently many shops in Chigwell, which meant that many residents had to travel by car for shopping,</p>

	<p>and that this led to serious traffic and parking issues in Chigwell.</p> <p>There are concerns around parking and congestion in the settlement, particularly around Manor Road. Public Transport capacity is also restricted by the settlement’s location on the Fairlop Loop section of the Central Line.</p> <p>A number of transport issues are evident in Chigwell which place real constraints on the ability of the settlement to grow its population successfully. These include:</p> <ul style="list-style-type: none"> <li>• the peak time bottlenecks at the three exit routes (B170, A123 and A1168);</li> <li>• the lack of buses with only one service existing which connects Chigwell to Loughton; and</li> <li>• the lack of capacity at peak travel periods on the London Underground.</li> </ul>
<b>ENVIRONMENT</b>	
<p>Overview</p>	<p><b>Environmental designations</b></p> <p>A few small blocks of woodland are located to the north of Chigwell, which partially limit views to segments of the settlement edge at Chigwell. In addition, parts of the Roding Valley (to the northwest of the M11) are designated as a Local Wildlife Site and Local Nature Reserve. There are several Local Wildlife Sites surrounding Chigwell including Hainault Forest to the east and south.</p> <p>Neighbouring Chigwell Row is bordered to the south by the woodland of Hainault Forest Country Park which blocks views of most of the southern part of the settlement edge. Hainault Country Park is a designated SSSI. <i>(Source: Epping Forest Landscape Studies - Landscape Character Assessment, 2010).</i></p> <p><b>Flood Risk</b></p> <p>The River Roding floodplain runs from northwest-southeast to the northwest of Chigwell, however most of this is separated from the settlement edge by the M11 motorway corridor. <i>(Source: SELSS, 2011).</i></p> <p>The majority of Chigwell falls within Flood Zone 1 and is therefore not at significant risk of flooding. However, Flood Zone 2 (from Chigwell Brook) covers parts of Brook Way, Great Owl Road, Coolgardie Avenue and Chigwell Park Drive. <i>(Source: Environment Agency mapping, accessed June 2016)</i></p> <p><b>Air Quality</b></p> <p>There are no Air Quality Management Areas in Chigwell. One area in Chigwell (Hainault Road) was identified as a borderline location with regard to nitrogen dioxide concentrations in the 2014 Air Quality Progress Report</p> <p><b>Energy Consumption</b></p> <p>The Carbon Reduction and Renewables study identified Chigwell and Grange Hill as having one of the highest consumptions of domestic gas in the District. <i>(Source: Epping Forest Carbon Reduction and Renewables Study, 2013)</i></p>

<p>Community choices responses and stakeholder engagement</p>	<p>Emphasis should be placed on protecting the inner green 'butterfly shaped' lungs of Chigwell such as the Metropolitan Police Ground, the structurally important open valley of Chigwell Brook and the open field farm land within and on the edge of the Chigwell settlement.</p>
<p><b>LANDSCAPE</b></p>	
<p>Overview</p>	<p>To the north of Chigwell a patchwork of small to medium fields surrounded by mature hedgerows, containing some hedgerow trees overlies gently sloping land which falls to the northwest. To the west of Chigwell, the landscape comprises a patchwork of undulating, medium sized fields, delineated by mature hedgerows often containing hedgerow trees. Further to the west, the corridor of the M11 crosses the landscape, running north-south. To the south, Chigwell abuts Grange Hill urban area.</p> <p>To the south of neighbouring Chigwell Row the topography slopes southwards away from the settlement and is mostly dominated by woodland within the Hainault Forest Country Park, which provides a sense of enclosure. To the southwest, small fields provide the landscape setting, beyond which lies Hainault urban area within the Redbridge District. North of Chigwell Row the topography is undulating with a combination of large and small-scale fields surrounded by mature hedgerows. The water works to the north are also a feature within this area of landscape.</p> <p>Between the two settlements of Chigwell and Chigwell Row the landscape setting comprises a gently undulating patchwork of small fields delineated by hedgerows (often containing hedgerow trees). <i>(Source: Epping Forest Landscape Studies - Landscape Character Assessment, 2010).</i></p> <p>Chigwell is surrounded by Chigwell Wooded Ridges and Valleys Landscape Character Area (G3). Within this there are some small patches of sensitive historic landscape to the north east of Chigwell, encompassing pre 18th Century fields and several small patches of sensitive woodland on the fringes of the settlement that are considered to contribute to local character. All landscape setting areas surrounding Chigwell are, therefore judged to be of high or moderate sensitivity and are considered desirable to safeguard in landscape terms and are considered to have a significant role in contributing to the structure, character and setting of the settlement. <i>(Source: SELSS, 2011).</i></p>
<p>Community choices responses and stakeholder engagement</p>	<p>Respondents voiced concerns that any additional development in and around Chigwell may have a significant negative impact upon landscape in and around the settlement.</p>

<b>GREEN BELT</b>	
<b>Overview</b>	<p>The urban area of Chigwell is surrounded by Green Belt, which plays an important role in separating the settlement from Greater London. <i>(Source: Settlement Planning Workshop, 2015)</i></p> <p>In and around Chigwell three parcels were reviewed in the Green Belt Assessment and were found to have strong contributions to the Green Belt, particularly with regard to purpose 3 (assisting in safeguarding the countryside from encroachment):</p> <ul style="list-style-type: none"> <li>• DSR035 (Land North, West and East of Chigwell): Scoring strongly on purposes 1 and 3.</li> <li>• DSR036 Land south of Chigwell): Scoring strongly on purposes 1 and 3.</li> <li>• DSR038 (Southwest of M11 and the London Underground Fairlop Loop) Scoring strongly for purpose 1.</li> <li>• DSR039 (east of Buckhurst Hill): Scoring strongly on purposes 2 and 3.</li> </ul> <p>Parcels DSR035 and DSR039 are two of the top three highest scoring parcels in terms of meeting the Green Belt purposes and as such their protection is of great importance. <i>(Source: Stage 1 Green Belt Assessment)</i></p> <p>Parcels DSR 035, DSR 036, DSR 038, and DSR 039 were taken forward to Stage 2 of the Green Belt review, and split into a number of sub-parcels. A number of these directly abut the current settlement. The resultant harm to the Green Belt purposes if each parcel were released is deemed to be as follows:</p> <ul style="list-style-type: none"> <li>• Parcel 035.5 – Very High</li> <li>• Parcel 035.6 – Very High</li> <li>• Parcel 035.7 – Very High</li> <li>• Parcel 035.8 – Very High</li> <li>• Parcel 035.9 – Very High</li> <li>• Parcel 036.1 – Very High</li> <li>• Parcel 036.2 – Very High</li> <li>• Parcel 036.3 – Very High</li> <li>• Parcel 038.1 – Very High</li> <li>• Parcel 039.1 – Very High</li> </ul> <p><i>(Source: Stage 2 Green Belt Review, 2016)</i></p>
<b>Community choices responses and stakeholder engagement</b>	<p>Of those who objected to development in and around Chigwell, one of the main reasons respondents provide was opposition to development in the Green Belt. Consultees suggested that all brownfield land should be considered for re-use before any Green Belt land is taken, in order to prevent sprawl. In particular, there was concern about Chigwell becoming another suburb with total loss of village character.</p> <p>There is a need to protect the strategically important Green Belt which will allow Chigwell Village to remain a largely beautiful area of real historic character and thereby guarding its Conservation Area within its setting. The Green Belt is also important in avoiding urban sprawl and thereby preventing London spreading into the important strategic fields on its boundary with Chigwell/Epping Forest.</p>

	<p>In terms of Chigwell's future housing strategy, there is a preference for no building on open field Green Belt but continued incremental growth on a number of suitable sites.</p>
<p><b>HERITAGE &amp; TOWNSCAPE</b></p>	
<p>Overview</p>	<p><b>Conservation Areas</b></p> <p>Chigwell Village Conservation Area covers the original historic village of Chigwell.</p> <p>The Heritage Asset Review concluded that the historic core of the village remains virtually unaltered with relatively few modern buildings. The Conservation Area is therefore of significant aesthetic and historic value. <i>(Source: Heritage Asset Review, 2012)</i></p> <p><b>Listed Buildings</b></p> <p>There are 65 listed buildings within Chigwell. These include five Grade II* listed buildings:</p> <ul style="list-style-type: none"> <li>● King's Head Hotel</li> <li>● Chigwell Grammar School</li> <li>● Parish Church of St Mary the virgin</li> <li>● Grange Court</li> <li>● Tailours</li> </ul> <p>All but the Tailours building are located within the Conservation Area. <i>(Source: Historic England Listed Building Mapping, accessed June 2016).</i></p> <p>There are four locally listed buildings which are of local architectural or historic interest. These include: the Gatelodge to Woolston Hall, Wakes Hall, All Saints Church and house on the Romford Road. <i>(Source: Epping Forest Local Listings for Buckhurst Hill, accessed June 2016)</i></p> <p>The Epping Forest Heritage Asset Review suggested the potential for Chigwell Station, which dates from 1903, to be locally listed as a building of heritage and architectural interest. <i>(Source: Heritage Asset Review, 2012).</i></p> <p>Chigwell is identified as Historic Environment Character Area 14 (HECA 14), in the Historic Environment Characterisation Report (2016). This area comprises the historic core of Chigwell, open space within the settlement and modern urban areas. Within HECA 14 there are a number of historic environment character zones. These include:</p> <ul style="list-style-type: none"> <li>● HECZ 14.1 Historic Chigwell - This small zone comprises the historic core of Chigwell and most of the Chigwell Village Conservation Area. Many of the buildings are listed and there is some potential for surviving below-ground archaeology relating to the origins of the settlement.</li> <li>● HECZ 14.2 Chigwell Golf Club - This small zone comprises Chigwell Golf Club, the only sizeable area of open space within Chigwell urban area. This site was formerly farmland. It incorporates a number of veteran trees that have their origins in the earlier landscape. There has been no archaeological fieldwork in this zone.</li> <li>● HECZ 14.3 Post-medieval and modern Chigwell - This is a large modern</li> </ul>

	<p>urban area on the eastern slopes of the Roding Valley. It contains the modern settlements of Chigwell and Grange Hill with open space in its centre formed by the Chigwell Golf Club. A concentration of Listed Buildings lies along High Road running from Chigwell to Woodford.</p> <p>Chigwell Row also falls within the Hainault Historic Environment Character Area 13 (HECA 13) as HECZ 13.2. Chigwell Row has its origins as ribbon-development along the northern edge of Hainault Forest. There are a number of listed buildings and some potential for surviving below-ground archaeology relating to the boundaries of Hainault Forest in the open spaces.</p>
<p>Community choices responses and stakeholder engagement</p>	<p>The majority of consultees objecting to development in and around Chigwell raised impacts on heritage assets as an important factor in their view. A number of respondents raised the proximity of possible development opportunity areas to listed buildings and the Chigwell Village Conservation Area. The importance of protecting these assets was stressed.</p> <p>It is important that Chigwell Village retains its historical character and landscape setting in the context of any future development.</p>
<p><b>COMMUNITY FACILITIES</b></p>	
<p>Overview</p>	<p><b>Education</b></p> <p>There are three primary schools located within the settlement:</p> <ul style="list-style-type: none"> <li>• Chigwell Primary School –surplus of 29 spaces in 2014/15. Expected surplus of 13 by 2019/20.</li> <li>• Limes Farm Infant School and Nursery–surplus of 13 spaces in 2014/15. Expected surplus of 20 by 2019/20.</li> <li>• Limes Farm Junior School – deficit of 89 spaces in 2014/15. Expected deficit of 7 by 2019/20.</li> </ul> <p>There is also a primary school at neighbouring Chigwell Row. (<i>Source: Commissioning School Places in Essex 2015-20, Appendix 1a, 2015</i>)</p> <p>All primary schools in the settlement are running at or close to capacity. If there was significant development in that area would potentially cause some problems with primary school capacity. (<i>Source: Commissioning School Places in Essex 2015-20, Appendix 1a, 2015</i>)</p> <p>Chigwell Primary is an academy but Essex County Council is the landowner. Reach 2, the academy sponsor, applied for planning permission for a major refurbishment of the school funded by an enabling development of 36 dwellings without prior discussion with ECC.</p> <p>There is also a private junior school – Chigwell Junior school, within Chigwell Village. (<i>Site Visits, July 2016</i>).</p> <p>There is one secondary school in Chigwell: West Hatch High School. In 2014/15 there was a deficit of 32 spaces in the school. By 2019/20 this is expected to increase to a deficit of 106 spaces. (<i>Source: Commissioning School Places in Essex 2015-20, Appendix 1a, 2015</i>).</p> <p>A further school for special education needs exists within the settlement. Wells Park School currently has 41 pupils on the roll, with capacity for 50</p>

pupils between the age of 3 and 19. (Source: EduBase/ ECC Special Educational Needs SEN, 2015).

### **Health**

There is one GP practice within Chigwell: Chigwell Medical Centre, Fencepiece Road (8,605 patients). The surgery is currently accepting new patients

The nearest A&E is located at Whipps Cross (London Borough of Waltham Forest) or King George Hospital (Ilford) approximately seven and five miles away respectively. (Source: Essex County Council website).

### **Open Space**

Epping Forest Open Space, Sport and Recreation Assessment, 2012 identifies:

Chigwell contains three allotment sites, which range in quality:

- Fencepiece Road (good)
- Gravel Lane (average)
- Vicarage Lane (poor)

There are some plots that are not regularly maintained and have become overgrown. There are issues with parking in residential side streets at two of the sites.

There are numerous managed open spaces within Chigwell, which are all considered to be average or above average in quality:

- Chigwell Station Green (good)
- Land encompassing Victory Hall Offices (good)
- Land surrounded by Lee Grove (good)
- Land surrounded by St Mary's Way (average)
- Land east of the junction between Manor Road and Tomswood Road (good)
- Land east of the junction between Manor Road and Hainault Road (very good)
- Land surrounded by Limes Avenue (good)
- Land to the east of Limes Avenue (average)
- Land to the north of Copper field (average)
- Land south of the junction between Manor Road and Mill wall Crescent (good)
- Land surrounded by Brook Rise (very good)

There are three cemeteries in Chigwell, which are all either good or very good in terms of quality:

- Chigwell – very good
- St Mary's Church – good
- All Saint's Church - good

	<p><b>Recreation Facilities</b></p> <p>There are two children’s playgrounds in Chigwell, both of which are considered to be average in quality:</p> <ul style="list-style-type: none"> <li>● Chigwell Station Green</li> <li>● Limes Farm</li> </ul> <p>There is an additional playground at Chigwell Row, which is considered to be of good quality.</p> <p>There are a large range of recreation and sports facilities in Chigwell. Playing pitches are available at a number of different locations:</p> <ul style="list-style-type: none"> <li>● Chigwell School –high quality pitches with changing facilities in school.</li> <li>● Roding Valley Recreation Ground – home to Chigwell and Woodford FC.</li> <li>● Old Chigwellian sports club – home to Essex fire and rescue service FC with a high quality clubhouse and dedicated car parking.</li> <li>● Fives and Heronians cricket club</li> <li>● Metropolitan Police sports ground</li> </ul> <p>There are no regulation sized sports halls in the settlement, but Chigwell School provides a smaller hall, as well as the Guru Gobind Singh Khalsa College which both service local provision.</p> <p>All areas within the settlement are within ten miles drive of turf pitches, sports centres, swimming pools and tennis courts.</p> <p>There are a number of tennis courts in Chigwell: Chigwell Tennis Club (2 x tarmac); Chigwell Row Recreation Ground (4 x tarmac) and Old Chigwellians Tennis Club (3 x tarmac). In addition, swimming pools are available at Wolston Manor Golf Club and West Hatch High School. The Virgin Active club provides a swimming pool and gym facilities.</p>
<p>Community choices responses and stakeholder engagement</p>	<p>Infrastructure deficits were the subject of many objections from consultees with regard to capacity of Chigwell to cater for additional development. It was suggested that within Chigwell, the Medical Centre in Fencepiece Road is currently oversubscribed by approximately 1,200 people. In addition, many responses suggested that there are inadequate sports and leisure facilities, within Chigwell.</p> <p>There was strong support for the Green Belt and open spaces such as the Metropolitan Police Ground (in Chigwell) to be maintained and used for leisure purposes.</p> <p>There is a need to maintain and look to develop the sports, leisure and social activities provided in Chigwell.</p> <p>The inability of Chigwell children to attend the state secondary school in Chigwell is considered to be a real constraint on the ability of Chigwell’s population to grow successfully.</p>

## C3.3 North Weald Bassett

<b>1. VISION AND OVERVIEW</b>
<b>VISION</b>
<p><b>Proposed Vision</b></p> <p>North Weald Bassett will seek to become more self-sufficient while retaining its local character, including military heritage. Future development will be located to the northern side of the village, maximising opportunities at the airfield and surrounding land to deliver aviation-related uses complemented by a mix of employment, leisure and residential uses.</p> <p>Future development will be supported by improved health, education and leisure services, strengthened local retail offer and enhanced sustainable and public transport provision.</p>
<b>OVERVIEW OF SETTLEMENT</b>
<p>North Weald Bassett is a Large Village of approximately 4,000 people located three miles east of Epping. It is classed as a Large Village within the Settlement Hierarchy Technical Paper (2015).</p> <p>North Weald Bassett is a linear settlement stretching along the B181 with a small shopping parade, library, village hall, and one primary school. There is a Scheduled Monument to the east of North Weald Bassett, the Redoubt, at the site of the former Ongar radio station.</p> <p>One of the key assets of North Weald Bassett is the nearby airfield. Originating from the First World War, the airfield provided significant aerial support during the Second World War, and as such is a significant historic asset. The airfield is currently operational as a general aviation aerodrome.</p> <p>The Central Line formerly served the settlement, however, the station closed in 1994 and is now part of a Heritage Rail tourist attraction. There are a number of local bus services, running principally along the High Road. Destinations include Chelmsford, Epping, Harlow and Ongar; however the frequency of these services is extremely limited.</p> <p>In September 2015, approval was given for the designation of most of North Weald Bassett Parish as a Neighbourhood Plan Area, and a decision was made in May 2016 to progress a Neighbourhood Plan. Work is on-going on the Neighbourhood Plan, and there has not yet been any formal consultation on its content.</p>
<b>KEY ISSUES</b>
<ul style="list-style-type: none"> <li>• North Weald Bassett provides strong employment and residential communities, making it both a commuter settlement and employment location.</li> <li>• The North Weald Bassett Masterplan Study (2014) outlines that growth scenario B, option 1 is the preferred option for the future. In this scenario, there is no growth to the south/east of the settlement, maintaining the existing settlement edge.</li> <li>• Current public transport is limited with no direct Central Line access and poor bus connectivity. The area also has a poor pedestrian and cycling environment and there is potential to improve this. North Weald Bassett's transport connectivity would need improvement if the settlement is to change in line with the NWB Masterplan preferred option.</li> <li>• At present, North Weald Bassett is reliant on other settlements for key services and infrastructure, with only one primary school (single FE), reliance on Ongar for secondary</li> </ul>

<p>education and a small shopping parade. Health care is provided only 2 days a week in the settlement.</p> <ul style="list-style-type: none"> <li>• The areas to the south of the settlement are highly sensitive to change in terms of landscape sensitivity, and coalescence with Harlow is to be avoided.</li> <li>• The settlement is not necessarily fulfilling its potential as a hub for tourism around aviation. There may be the scope for a more integrated offer with regards to NWB's key assets.</li> </ul>
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## POPULATION

Ward name	Population at 2011 Census	Area of ward (hectares)	Population density (people per hectare)
North Weald Bassett	4,477	661	6.8
Number of LSOAs in ward in 10% most deprived nationally	<p>None.</p> <p>LSOA 001E is amongst the 40% most deprived neighbourhoods in the country.</p>		
Demographic profile	<p>Approximately 22% of the population of North Weald Bassett are aged 18 or under, which is in line with the average for the District (23%) and national average of 24%. This compares to a population who are aged 65 and over of 20%, which is above the average for the District (18%), and above the national average of 16%.</p> <p>With regard to employment, 81% of the residents aged 16-74 are economically active. This is slightly higher than the District average (79%), and higher than the average for England and Wales (77%). (Source: Census 2011, ONS).</p>		

## 2. SUITABILITY OF THE SETTLEMENT FOR GROWTH AND THE FUTURE OF THE TOWN CENTRE

### OPPORTUNITIES

- There is a large amount of developable land in the part of the airfield identified in the NWB Masterplan preferred option. This could be used housing, leisure and services.
- The part of the airfield identified in the NWB Masterplan also provides potential for employment, particularly for ancillary businesses in the aviation industry.
- There is an opportunity to promote the airfield & museum as a tourist attraction in conjunction with other features of the settlement, including the remains of the former WW2 communications centre – providing an 'integrated offer'.
- There are a number of opportunities for improved transport, including road upgrades, cycle linkages (including off-road routes) and pedestrian infrastructure in line with the NWB Masterplan preferred option. There is potential for the re-instatement of a commuter rail link, and/or tube service between Chipping Ongar and Epping along the current heritage railway. (Source: *Settlement Hierarchy Assessment, 2015*).

**WEAKNESSES**

- Public transport is limited and unreliable. There is no tube station and bus services are infrequent.
- Poor connections exist for pedestrians, cyclists and via public transport to Harlow and Epping.
- There is a reliance on neighbouring settlements (Epping and Ongar in particular), for key services such as GPs, dentists and schools.
- The shops on the High Road are somewhat dated and in need of renovation.
- Within the settlement, there are parking issues and a poor pedestrian and cycle environment, with vehicles dominating the public realm.
- Congestion is experienced at major junctions around the settlement.

**STRENGTHS**

- The parade of shops along the High Road provide local convenience shopping. The area also has a mix of housing types and a range of community facilities including two village halls which are central to community life.
- St Andrew's Primary School in North Weald Bassett is due to be expanded from 1.5FE to 2FE in summer 2016.
- The area has a number of good quality open spaces and recreational areas, including managed open spaces, recreation grounds, allotments and woodlands. There is also a good network of cycle and long-distance footpaths in proximity to the settlement, with links into the Essex Way.
- South of the settlement, the views across settlement from Ongar Redoubt are considered a major asset for the character of the area.
- The airfield is a significant heritage asset, given its role during the world wars, and the current museum facility at the site. There are also a number of Listed buildings and the Scheduled Ancient Monument just to the east of the settlement.

**THREATS**

- The areas to the south of the settlement are highly sensitive to change in terms of their landscape sensitivity. In particular, consultation undertaken as part of the North Weald Bassett Masterplan Study indicates that views across settlement from Ongar Redoubt are considered a major asset for the character of the area.
- The area is tightly constrained by the Green Belt, and coalescence with Harlow is to be avoided, the airfield currently bridges part of that gap
- Improvements to the road network are needed if the settlement is to grow in line with the Masterplan.
- There are large areas at risk of surface water flooding, which may be worsened if responded to incorrectly in future.
- The Ongar Redoubt historic monument is currently inaccessible to the public and needs significant investment to reopen this heritage asset.

<b>3. TOPIC SPECIFIC INFORMATION</b>	
<b>HOUSING</b>	
<b>Overview</b>	<p>The Community Choices Consultation explored a number of broad locations for growth, with the SLAA providing further details of Officer identified and independently promoted sites within the District which may be suitable for residential development.</p> <p>Four potential opportunity areas and two potential growth areas were identified in the Community Choices Consultation:</p> <ul style="list-style-type: none"> <li>● NWB-1-3: Opportunity areas located within the current settlement</li> <li>● NWB-4: Opportunity area located to the east of the settlement</li> <li>● NWB-A: Large potential growth area adjoining the northern boundary of the settlement</li> <li>● NWB-B: Smaller potential growth area on the northern side of the A414 to the north of the settlement</li> </ul> <p>In addition, four other sites (A,B,C,D) were identified on the current site of North Weald Bassett Airfield. (<i>Source: Community Choices Consultation Report and Appendix, 2013</i>).</p> <p>The Settlement Capacity Study identified five additional potential sites which were put through the SLAA 2016 and subsequently assessed through the site selection process. (<i>Source: Settlement Capacity Analysis, 2016</i>).</p> <p>This work has informed the site selection process which is looking in more detail at the most appropriate locations and sites for development.</p> <p>The Stage 1 Viability Assessment (2015) found that there are a wide range of residential values across North Weald Bassett and variation appears to be at a street by street level. Overall, residential values appear to be low compared to the District, with the average cost per sqm of a house between at £3,250 to £3,750.</p>
<b>Community choices responses and stakeholder engagement</b>	<p>Consultation showed there was a high level of support for options for growth at NWB-1 and NWB-2. Some consultees felt NWB-1 could increase in industrial use.</p> <p>Potential opportunity areas NWB-3 and NWB-4 both received objections from over 85% of those that responded. For NWB-3 concern was raised particularly about the loss of the car park to serve the King’s Head pub. For NWB-4 the impact of enabling development on the landscape and Green Belt were the main areas for concern. Other objections were based upon:</p> <ul style="list-style-type: none"> <li>● loss of recreation land and public footpaths/bridleways;</li> <li>● flood risk;</li> <li>● traffic generation and congestion; and</li> <li>● primary school capacity.</li> </ul> <p>A slim majority of consultees supported NWB-A and NWB-B as locations for development, although much of the support for NWB-A was accompanied with the caveat that the area should be significantly smaller.</p> <p>Many mixed views were expressed about the possible future for North Weald</p>

	<p>Airfield, and there was no clear consensus of opinion. Responses ranged from focusing all development for the Plan period at the Airfield, to never making a change from the current position.</p> <p>Many respondents felt that North Weald Bassett has already had a fair share of social housing (Norway House, Blenheim Way Estate, Park Avenue, Hawks Hill), and felt the area needs more of a market housing balance.</p>
<b>ECONOMIC DEVELOPMENT</b>	
<p>Overview</p>	<p>North Weald Bassett has significant existing employment land that has been identified. The Local Plan 1998 Updated with Alterations 2006 identified four existing employment sites:</p> <ul style="list-style-type: none"> <li>• Merlin Way at North Weald Airfield (EMP-0015);</li> <li>• the Apron of North Weald Airfield (EMP-0016);</li> <li>• the Parade Ground of North Weald Airfield (EMP-0018); and</li> <li>• land at Tylers Green (EMP-0019).</li> </ul> <p>The Employment Land Review 2010 identifies one further site of existing employment land: New House Farm at Vicarage Lane (ELR-0097). The ELR also indicates that the existing employment areas on the High Road and Vicarage Lane are generally poor quality one storey units for general industrial uses. The two extension sites at the airfield (18 and 19) are identified as presenting the opportunity for 4.7 ha and 1 ha of employment land respectively, both in the medium term.</p> <p>The Council will be undertaking further work to enable specific employment allocations to be identified within the Local Plan, and to further consider opportunities to intensify and extend existing sites where appropriate.</p>
<p>Community choices responses and stakeholder engagement</p>	<p>Some consultees and local interest groups argued that North Weald Airfield should be promoted for recreation and leisure facilities, and heritage and public events.</p> <p>Some respondents also suggested that North Weald Airfield should be used more constructively/intensively. Many commented that more emphasis should be placed on aviation, leisure and recreation uses at the airfield, or as a tourist attraction; whilst others suggested that it should be used entirely for residential, commercial and community development purposes.</p> <p>There was some objection to the suggested use of North Weald Airfield for glasshouse horticulture. However, others felt some seed-bed type units could be provided to create an opportunity for small business growth, and perhaps an element of this could be related to the aviation activity.</p> <p>There is a substantial opportunity to create development which provides a range of uses, including those that generate employment. Possibility of an employment/commercial zone, some housing and possibly a hotel/youth facilities were also discussed as possibilities at the airfield sites.</p>
<b>TOWN CENTRE</b>	
<p>Overview</p>	<p>North Weald Bassett is classified as a Large Village in the Settlement Hierarchy Technical Paper (2015).</p>

	<p>The primary retail frontages are found along the High Road, and consist of a contiguous parade of shops. The town centre survey for North Weald Bassett lists ten premises on the parade of shops along the High Road, and neighbouring Bassett Gardens, totalling 79m of retail frontage. Shops in this area are primarily A1 convenience retail and A3 restaurants. There is no evidence that any of these units are currently vacant. <i>(Source: Town Centre Survey, 2015 and Site Visit, July 2016)</i></p> <p>Aside from these shops, 11 non-contiguous retail units are identified, comprising 144m of retail frontage. Three of these were vacant in 2015 <i>(Source: Town Centre Survey, 2015)</i>.</p> <p>The parade of shops on the High Road are of reasonable quality, but are somewhat dated and in need of renovation. Residential units make up the above ground floor uses. Footfall is low, reflecting the local feel of the town centre, and most shoppers appeared to have arrived at the parade of shops by car. There is an area for unrestricted parking outside the parade of shops that is utilised by shoppers.</p> <p>There is a residential development currently under construction directly opposite the parade of shops on the High Road. <i>(Source: Site Visit, July 2016)</i> There is opportunity for small scale retail provision as part of the NWB Masterplan.</p>
<p>Community choices responses and stakeholder engagement</p>	<p>One large group response from the North Weald Bassett area highlighted the need for more attention and restriction on the design and appearance of shop fronts.</p>
<p><b>TRANSPORT</b></p>	
<p>Overview</p>	<p><b>Public Transport</b></p> <p>Historically, the London Underground Central Line connected Epping to North Weald Bassett; however this section of the Central Line was closed in 1994. The closest Underground station, Epping, can be accessed via bus. The closest rail stations are Harlow Town and Harlow Mill.</p> <p>There are a number of local bus services, running principally along the High Road. Destinations include Chelmsford, Epping, Harlow and Ongar; however the frequency of these services is extremely limited. Although at peak times there is approximately one bus every 15 minutes, some bus service stop only once daily.</p> <p><b>Road</b></p> <p>The area is well connected to the surrounding area by the road network, and is located close to the M11 motorway providing access to London and Stansted Airport.</p> <p>Within the NWB Masterplan Study, the following highway congestion hotspots were identified within and around North Weald Bassett:</p>

	<ul style="list-style-type: none"> <li>• M11 Junction 7</li> <li>• A414 / Rayley Lane</li> <li>• A414 / Vicarage Lane W</li> <li>• A414 / High Road</li> <li>• Thornwood Road / Epping Road</li> <li>• B1393 / Thornwood Road</li> </ul> <p><i>(Source: North Weald Bassett Masterplan Study, 2014)</i></p> <p><b>Walking and cycling</b></p> <p>The Green Belt land surrounding North Weald Bassett is traversed by a network of bridleways and public rights of way which are used regularly by walkers and dog walkers.</p> <p>The airfield, M11 motorway and railway line form significant barriers to movement on foot and by bicycle around North Weald Bassett, with the quality of existing facilities being fairly poor. Existing pedestrian facilities within the airfield itself are fairly limited, with no direct connections to North Weald Bassett other than unofficial routes through the existing industrial estate.</p> <p>There are few, if any, cycling facilities in the area, and the environment for cycling is generally not attractive. <i>(Source: North Weald Bassett Masterplan Study, 2014)</i></p> <p><b>Car parking</b></p> <p>There is an area of unrestricted parking outside the parade of shops on the High Road.</p>
<p>Community choices responses and stakeholder engagement</p>	<p>A number of concerns were raised around decreasing bus services in North Weald Bassett and generally across the District, which in turn may lead to increasing private car use.</p> <p>The proximity of North Weald Bassett to junction 7 of the M11 was considered both as a positive and negative. Those that supported growth in North Weald Bassett highlighted this proximity as a benefit to placing development in this location. Those that considered this a negative highlighted the peak hour congestion on the approach to the junction, and on the junction itself.</p> <p>In terms of new infrastructure proposals, it was suggested that the Central Line should be extended to North Weald Bassett</p> <p>If North Weald Bassett were to be considered for development, the need for improvements to the A414 was highlighted. Also included was the need to improve bus services and parking.</p>
<p><b>ENVIRONMENT</b></p>	
<p>Overview</p>	<p><b>Environmental designations</b></p> <p>The Lower Forest and Wintry Wood SSSIs is located to the west of the settlement. <i>(Source: Natural England, 2015)</i></p>

	<p>In addition, there are five Local Wildlife Sites around the periphery of the settlement, three of which are also Local Nature Reserves:</p> <ul style="list-style-type: none"> <li>● Roughtally’s Wood (also a Local Nature Reserve)</li> <li>● Church Lane Flood Meadow (also a Local Nature Reserve)</li> <li>● St Andrew’s Churchyard</li> <li>● Weald Common (also a Local Nature Reserve) – species-rich grassland, part of flood defence for North Weald Bassett village, comprises two meadows (1) south east of Bassett Gardens; (2) south east of Higham View/Emberson Way/Thornhill</li> <li>● Ongar Radio Station</li> </ul> <p>(Source: <i>Local Wildlife Sites Review, 2010</i>)</p> <p><b>Flood Risk</b></p> <p>An area of Flood Zone 3 runs approximately north-south from the A414 just to the east of the junction with Rayley Lane, through the Queens Road allotments and stops at the High Road.</p> <p>The High Road, across Watermans Way and the former Central Line and further southwards is in Flood Zone 2.</p> <p>Cripsey Brook passes directly to the north of North Weald Bassett, and is designated as Flood Zones 2 &amp; 3. (Source: <i>Environment Agency, 2016</i>).</p> <p><b>Air Quality</b></p> <p>There are no Air Quality Management Areas within North Weald Bassett.</p> <p><b>Energy Consumption</b></p> <p>The Carbon Reduction and Renewables study identified MSOAs around North Weald Bassett as having one of the highest consumptions of domestic and non-domestic electricity in the District. (Source: <i>Epping Forest Carbon Reduction and Renewables Study, 2013</i>)</p>
<p>Community choices responses and stakeholder engagement</p>	<p>No specific comments on environmental issues were raised by consultees</p>
<p><b>LANDSCAPE</b></p>	
<p>Overview</p>	<p><b>Landscape Character</b></p> <p>The landscape of North Weald Bassett and its environs is described in the Settlement Edge Sensitivity Study (2010) as follows:</p> <p><i>The village is located within the North Weald Bassett Ridges and Valleys Landscape Character Area (F5). At the south-western tip of the village, the Lower Forest to Beachet Wood Landscape Character Area (D1) provides landscape setting to the settlement.</i></p> <p><i>The southern fringe of the village is characterised by medium to large-scale, predominantly arable, gently undulating fields, which are lined in places with</i></p>

	<p><i>mature hedgerows, often containing hedgerow trees. Settlement within the village is split to the north by the corridor of the A414 main road.</i></p> <p><i>The northern landscape fringe of the village encompasses a patchwork of small, medium and large scale arable fields, which are lined with mature hedgerows, often containing hedgerow trees.</i></p> <p><i>Outside the village, occasional farmsteads are scattered within the landscape. Landscape at the north-western edge of the village is dominated by the large, flat expanse of North Weald Bassett Airfield.</i></p> <p>There are significant patches of sensitive historic landscape at the north-eastern and western edges of the village. The areas to the south of the settlement are categorised as being of high landscape sensitivity. Areas directly to the north of the village are considered to have moderate landscape sensitivity, whilst the area to the north of the Airfield is deemed to have low landscape sensitivity. (Source: <i>Landscape Character Assessment, 2010</i>)</p>
<p>Community choices responses and stakeholder engagement</p>	<p>Amongst respondents who objected to the proposed development areas in the Community Choices Consultation, one of the main reasons given was a concern regarding the impact upon the landscape of the area.</p> <p>In particular, respondents felt that NWB-A (western part) was not suitable for development as a fully sensitive landscape, and NWB-B was a well used and valued area of urban green space and character, not suitable for development.</p>
<p><b>GREEN BELT</b></p>	
<p>Overview</p>	<p>North Weald Bassett is surrounded by Green Belt, which also covers the majority of North Weald Airfield.</p> <p>Of the opportunity areas within the Community Choices Consultation document, NWB-1, NWB-3 and NWB-4 are within the Green Belt.</p> <p>Six parcels of Green Belt in the vicinity of the settlement were analysed as part of the Stage 1 Green Belt Review (2015).</p> <ul style="list-style-type: none"> <li>● Parcel DSR 008 – (North of North Weald Bassett)</li> <li>● Parcel DSR 010 – (West and North West of North Weald Bassett)</li> <li>● Parcel DSR 011 – (East of North Weald Bassett)</li> <li>● Parcel DSR 025 (South East of North Weald Bassett)</li> <li>● Parcel DSR 026 – (South of North Weald Bassett)</li> <li>● Parcel DSR 027 (South West of North Weald Bassett)</li> </ul> <p>The parcels to the north, west and east of North Weald Bassett (008, 010, 011) score more strongly than those to the south of the settlement (025, 026, 027). The parcels to the north and west score particularly strongly on purposes one and three, whereas those to the south only score strongly on purpose three, scoring zero on purposes one, two and four.</p> <p>Parcel DSR 008, DSR 010 and DRS 011 were taken forward to Stage 2 of the Green Belt review, and split into a number of sub-parcels. Ten of these directly abut the current settlement. The resultant harm to the Green Belt purposes if each parcel were released is deemed to be as follows:</p> <ul style="list-style-type: none"> <li>● Parcel 008.1 – Moderate</li> </ul>

	<ul style="list-style-type: none"> <li>● Parcel 008.2 – Very High</li> <li>● Parcel 010.1 – Low</li> <li>● Parcel 010.2 – Moderate</li> <li>● Parcel 010.3 – High</li> <li>● Parcel 010.4 – High</li> <li>● Parcel 010.5 – Moderate</li> <li>● Parcel 011.1 – Moderate</li> <li>● Parcel 011.2 – High</li> <li>● Parcel 011.3 – Very High</li> </ul> <p>(Source: Stage 2 Green Belt Review, 2016)</p>
<p>Community choices responses and stakeholder engagement</p>	<p>Amongst respondents who objected to the proposed development areas in the Community Choices consultation, one of the main reasons given was a concern regarding the use of Green Belt and agricultural land.</p> <p>Many respondents highlighted the presence of North Weald Airfield as an appropriate location for growth, particularly drawing attention to the partially previously developed nature of the land. It was suggested that this land should be used over land within the Green Belt.</p>
<p><b>HERITAGE &amp; TOWNSCAPE</b></p>	
<p>Overview</p>	<p>The area falls within Historic Environment Character Area (HECA) 17 – North Weald Airfield and North Weald Bassett - as designated in the Historic Environment Characterisation Study (2016).</p> <p>This area includes the modern settlement at North Weald Bassett and the surviving airfield which has its origins in World War I. The historic settlement pattern comprises dispersed hall and church/hall complexes. The medieval settlement pattern was rural with dispersed farms and halls. The presence of the North Weald Bassett Airfield from the early 20th century encouraged development at North Weald Bassett with a number of aircraft related industries at the western end of the settlement.</p> <p>Within HECA 17, there are three character zones (HECZ) as follows:</p> <ul style="list-style-type: none"> <li>● HECZ 17.1 - Urban area of North Weald Bassett - This zone comprises the modern urban settlement of North Weald Bassett. Historically this was a polyfocal settlement with small groups of properties spread along the High Road. A number of these original buildings are now listed. Major development occurred following the Second World War, especially with the development of airfield related industries encouraging development in close proximity to it.</li> <li>● HECZ 17.2 - North Weald Bassett Rural - This zone comprises the rural area to the north west of North Weald Bassett. Historically this was the centre of the dispersed settlement pattern with the church dating back to the medieval period. The area around the church remains rural although the area to the north of the church has been changed into a golf course. The location of the airfield to the west has resulted in defence structures such as an anti-aircraft gun site being located within the zone.</li> <li>● HECZ 17.3 - North Weald Airfield - This zone comprises the modern</li> </ul>

	<p>area of North Weald Airfield. The airfield began life during the First World War, expanding significantly in the World War II, and remains in use to this day as an airfield. A large number of World War II structures survive, both associated with the airfield itself and its defences.</p> <p>In particular, the urban area of North Weald Bassett Characterisation Zone (HECZ 17.1) is categorised as having low sensitivity to change. (<i>Source: Historic Environment Characterisation Study, 2016</i>)</p> <p>There are a number of features, these include St Andrew's Church (1330) to the north of the settlement, and the Kings Head pub (first built 15th century). North Weald Airfield displays a number of planes preserved from the second world war, with the war memorial and debt of honour memorial on the main road as you enter the settlement.</p> <p>There are a number of 19th century houses on High Road, with a few older buildings scattered through the settlement. The majority of the housing to the north were constructed from the 1950s onwards. (<i>Source: North Weald Bassett Masterplan Study, 2014</i>).</p> <p><b>Conservation Areas</b></p> <p>There are no Conservation Areas within North Weald Bassett.</p> <p><b>Listed Buildings</b></p> <p>There are a number of listed buildings in the settlement. The Kings Head Pub (Grade II) is the most prominent of these.</p> <p>There is one Scheduled Monument to the east of North Weald Bassett, The Redoubt, encompassing the site of the former Ongar radio station.</p> <p>There are four locally listed buildings within the settlement. (Sources: Historic England, 2016 and EFDC, 2016)</p>
<p>Community choices responses and stakeholder engagement</p>	<p>There was concern that locally important assets such as North Weald Airfield and numerous historic buildings were in danger of being lost due to a lack of formal protection.</p>
<p><b>COMMUNITY FACILITIES</b></p>	
<p>Overview</p>	<p><b>Education</b></p> <p>In terms of primary education, the current capacity within North Weald Bassett is approximately 297 places, entirely within St Andrew's CE Primary School. There is at present a fairly large surplus of 55 places. Future net capacity is predicted to increase over the next five years at a greater level than base level demand, meaning that this surplus is expected to grow to 88 places by 2020.</p> <p>St Andrew's primary is due to increase from 1 ½ FE (45 places per year) to 2 FE (60 places per year) with a capacity of 420 places from September 2016.</p> <p>In terms of secondary education, there are no schools within the settlement. The closest secondary school is St John's School in Epping, which currently</p>

has a surplus of 146 places; however this is expected to fall significantly by 2020, to a deficit of 98 places. (*Source: Commissioning School Places in Essex 2015-2020*)

### **Health**

Some out-patient services are provided by nearby St Margaret's Hospital; however the nearest A&E service is at the Princess Alexandra Hospital in Harlow.

The Limes Medical Centre has a branch surgery at Wheelers Farm Gardens in North Weald Bassett, and is the only health facility of this type in the settlement. The nearest GPs surgeries aside from this branch are found in Epping.

There are no dentists within North Weald Bassett. The nearest dental surgery is in Epping. (*Source: NHS Choices, 2016*)

### **Open Space**

There are six 'managed open spaces' within North Weald Bassett, of varying quality:

- Land to the north of Epping Road – Good
- Land between Epping Road and Pike Way - Good
- Land to the south of Park Close - Good
- Land to the west of High Road - Very good
- Land to the rear of the Village Hall - Good
- Land to the south of Queens Road - Average

(*Source: Open Space, Sport and Recreation Assessment, 2012*)

### **Recreation Facilities**

There are no informal recreation grounds within the settlement itself; however, the PPG17 audit identifies one site within the vicinity of the settlement, the nearby Thornwood Common Recreation Ground, which is of 'good' quality. (*Source: Open Space, Sport and Recreation Assessment, 2012*)

The PPG17 audit for 'Children's' Playgrounds' identifies three sites in North Weald Bassett or the vicinity:

- Thornwood Recreation Ground - Good
- North Weald Bassett Recreation Ground - Average
- Weald Common Playground – Good

The PPG17 audit for 'Allotments' identifies three sites in North Weald Bassett:

- West of Queens Road;
- St Andrew's Close.

(*Source: Open Space, Sport and Recreation Assessment, 2012*)

In addition, there are adult and junior football pitches at North Weald Bassett Airfield, as well as Queen's Hall Community Hall.

<p>Community choices responses and stakeholder engagement</p>	<p>It was suggested that Epping Sports Centre could be relocated to North Weald Airfield, leaving the old site available for redevelopment.</p> <p>Amongst respondents who objected to the proposed development areas in the Community Choices Consultation, one of the main reasons given was a concern regarding low levels of social infrastructure e.g. GPs, primary schools and recreation facilities.</p> <p>Many consultees raised the potential for leisure/recreation outside the perimeter of the settlement.</p>
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## C3.4 Roydon

<b>1. VISION AND OVERVIEW</b>
<b>VISION</b>
<p><b>Proposed Vision</b></p> <p>Roydon will continue to serve the convenience needs of the local community. It will maintain its rural and local character. The continued preservation of the Green Belt boundary will be key to ensuring no coalescence between the two settlements.</p> <p>The village will utilise its key strengths, such as the mainline railway station, as well as other assets such as the historic church, Marina Village and surrounding Lee Valley Regional Park. The glasshouse industry will be supported and will continue to thrive by adapting to future challenges.</p>
<b>OVERVIEW OF SETTLEMENT</b>
<p>Roydon is a settlement of just over 2,000 residents in the north-west of the District. It is categorised in the Settlement Hierarchy Technical Paper (2015) as a Large Village. The settlement is located between Harlow, which lies to the east, and the Lea Valley Regional Park (LVRP) which forms the western boundary of the settlement.</p> <p>Roydon contains the District's only national rail station, which is on the Liverpool Street to Stansted/Cambridge line. The village centre provides a few small shops and pubs, and a primary school, but residents are reliant on neighbouring larger settlements for many services and amenities.</p> <p>Roydon is a centre for the glasshouses sector in Epping Forest District. In addition, it is home to the Roydon Marina, a holiday village located adjacent to the town near to the station.</p> <p>The village centre is covered by a Conservation Area. In addition, the Nazeing &amp; South Roydon Conservation Area begins just to the south of the settlement, running southwards towards Nazeing. There are two Scheduled Monuments at some distance from Roydon including a moat at Netherhall to the southwest and a Cold War heavy aircraft gun station to the southeast.</p>
<b>KEY ISSUES</b>
<ul style="list-style-type: none"> <li>• There are a large number of HGV movements through Roydon, which impact on traffic congestion and safety. This is mostly due to the proximity to the Lea Valley glasshouses, with current road signage directing traffic through the village. There are also traffic issues in and out of the Marina, which is served by a narrow road which opens out right by the level crossing.</li> <li>• The area's landscape is highly sensitive to change and the village is completely encircled by the Green Belt. There is a concern that the area is in danger of merging with Harlow, and so protecting the Green Belt between the two settlements is important.</li> <li>• The settlement's retail offer has a distinctly 'local' feel, with no continuous retail frontage. Any significant development in the centre may adversely impact upon this character.</li> <li>• There is a lack of key infrastructure and services in the village, for example, there is no secondary school and no GPs surgeries. There is, therefore, a reliance on neighbouring settlements. The local primary school is popular with residents in Harlow, creating additional pressure on capacity.</li> <li>• Roydon Chalet Estate is in poor condition, with concerns over the condition of the physical</li> </ul>

<p>environment, crime and safety, and permanent use of the accommodation.</p> <ul style="list-style-type: none"> <li>• Flooding is a key issue in the village, given the close proximity of the River Stort.</li> <li>• Provision for the Gypsy &amp; Traveller community needs to be sensitively managed.</li> </ul>			
<b>POPULATION</b>			
Ward name	Population at 2011 Census	Area of ward (hectares)	Population density (people per hectare)
Roydon	2,193	705	3.1
Number of LSOAs in ward in 10% most deprived nationally	None.		
Demographic profile	<p>Approximately 21% of the population of Roydon are aged 18 or under, which is in line with the average for the District, and less than the national average of 24%. This compares to a population who are aged 65 and over of almost 20%, which is above the average for the District (18%), and above the national average of 16%.</p> <p>With regard to employment, 80% of the residents aged 16-74 are economically active. This is slightly above the District average (79%) and higher than the average for England and Wales (77%). (Source: Census 2011, ONS).</p>		
<b>2. SUITABILITY OF THE SETTLEMENT FOR GROWTH AND THE FUTURE OF THE TOWN CENTRE</b>			
<b>OPPORTUNITIES</b>			
<ul style="list-style-type: none"> <li>• There is the opportunity for glasshouse industry expansion in the areas surrounding the settlement. However, for smaller or derelict glasshouse sites, the opportunity exists to use this brownfield land for housing.</li> <li>• The Roydon Marina provides an opportunity to promote the area as a place for tourism.</li> <li>• There is an opportunity to improve transport links between Roydon and Harlow; however, this will need to be balanced with the desire to keep the two settlements separate.</li> <li>• The station provides the opportunity for small pockets of transport orientated development.</li> <li>• More could be done to promote walking on the High Street.</li> </ul>			
<b>WEAKNESSES</b>			
<ul style="list-style-type: none"> <li>• A lack of parking around school and shops, and commuter parking on High Street pavements is prevalent</li> <li>• There is a lack of key infrastructure and services, for example, there is no secondary school and no GPs surgeries.</li> <li>• Narrow rural roads and a lack of footpath provision. HGV traffic generated by the glasshouse industry is an issue. Traffic congestion is exacerbated near the station when the level crossing is in use.</li> <li>• The retail provision on the High Street is very local in nature, with sparsely located shops.</li> </ul>			

**STRENGTHS**

- The settlement is host to a national rail station.
- The area has a very distinctive character and heritage, including a number of listed buildings and the Conservation Area in the centre of the settlement.
- Recreational facilities are generally good for a settlement of this size, and there are a number of pubs on the High Street which provide a greater sense of community. The pubs in particular are thriving, and are popular with customers from outside the village.

**THREATS**

- The sensitivity of the landscape around the Roydon settlement edges is deemed to be high in all areas.
- There is a risk that development in certain areas could result in Roydon becoming ever more merged with Harlow.
- There is a need to retain local convenience shopping in the area, in the face of increasing online sales and bigger retail offers from other nearby centres.

<b>3. TOPIC SPECIFIC INFORMATION</b>	
<b>HOUSING</b>	
<b>Overview</b>	<p>The Community Choices Consultation explored a number of broad locations for growth, with the SLAA providing further details of Officer identified and independently promoted sites within the District which may be suitable for residential development.</p> <p>Three potential growth areas were identified in the Community Choices Consultation:</p> <ul style="list-style-type: none"> <li>• ROY-A – Growth area identified to the north of the settlement</li> <li>• ROY-B - Growth area identified to the south of the settlement</li> <li>• ROY-C - Growth area identified to the west of the settlement, within the LVRP.</li> </ul> <p><i>(Source: Community Choices Consultation Report (2013) and Appendix).</i></p> <p>This work has informed the site selection process which is looking in more detail at the most appropriate locations and sites for development. Roydon was not included within the Settlement Capacity Study (2015).</p> <p>The Stage 1 Viability Assessment (2015) found that there are a wide range of residential values across Roydon and variation appears to be at a street by street level. Overall, the average cost per sqm of a house is between at £3,750 to £4,250.</p>
<b>Community choices responses and stakeholder engagement</b>	<p>The responses to the Community Choices Consultation indicated a relatively equal divide between those that supported and those that objected to development. It was suggested that small pockets of infill development in and around the village would be preferable, and for a number of the developments to be allotted for affordable housing to support the needs of the local residents.</p> <p>Of those respondents that supported development, ROY-A and ROY-C were preferred given the proximity to the rail station. It is also suggested that both sites could accommodate and potentially benefit from small pockets of sympathetic development near to existing residential settlements. Those that objected were concerned that additional development would increase existing traffic along Harlow Road.</p> <p>ROY-B received less support than the other two areas, as it is expected to have the biggest impact on the character of the village. The respondents indicated that the area has considerable agricultural and recreational value.</p> <p>Of the respondents that objected to the growth areas, the main concerns were:</p> <ul style="list-style-type: none"> <li>• The loss of the village’s character and heritage,</li> <li>• Green Belt and landscape</li> <li>• Services and utilities</li> <li>• Pressure from additional traffic congestion.</li> </ul> <p>Any major housing growth must be preceded but increase in capacity. Secondary education and health will remain external to villages and across</p>

	<p>District/county boundaries.</p> <p>Some consultees felt smaller glasshouse sites may be appropriate for housing development.</p> <p>There is the potential for small pockets of developments near to the station and the Marina; however these would need to be supported by local convenience retail and improvements to the station.</p> <p>It was suggested that Roydon Chalet Estate is in poor condition, with concerns over the condition of the physical environment, crime and safety, and permanent use of the accommodation.</p>
<b>ECONOMIC DEVELOPMENT</b>	
<p>Overview</p>	<p>Within EFDC, the Glasshouse industry is concentrated in the Lea Valley, in Nazeing, Roydon and Waltham Abbey in particular. Currently there are 59ha of Glasshouses in Roydon and Nazeing (<i>Laurence Gould Partnership, 2012</i>). There is strong competition from overseas and other parts of the UK, and as such applications for new or replacement glasshouses have declined in recent years, with trends suggesting a move to larger sites in order to improve viability (<i>Economic and Employment Evidence to Support the Local Plan and Economic Development Strategy, 2013 - HJA</i>).</p> <p>The following sites have been identified as having significant operational glasshouse areas:</p> <ul style="list-style-type: none"> <li>• Lake View and Meadow Lee Nurseries, Dobb’s Weir Road, Roydon ;</li> <li>• Three Dees Nursery, Reeves Lane Roydon;</li> <li>• It is recognised that the following sites could support the expansion of the exiting E13 designations:</li> <li>• To the north of Roydon Hamlet E13 designation;</li> <li>• Three Dees Nursery, Reeves Lane Roydon.</li> </ul> <p>(<i>Source: The Lea Valley Glasshouse Industry: Planning for the Future, 2012</i>)</p> <p>Roydon has limited existing employment land that has been identified. The Local Plan 1998 Updated by Alterations 2006 and the Employment Land Review (2010) does not identify any employment sites in Roydon. (<i>Source: ELR, 2010</i>)</p> <p>The Council will be undertaking further work to enable specific employment allocations to be identified within the Local Plan, and to further consider opportunities to intensify and extend existing sites where appropriate.</p> <p>In addition, there is also a holiday village - The Roydon Marina - located adjacent to the town near to the station, just within the bounds of the Lea Valley Regional Park. This area provides moorings for 315 house boats, a hotel, holiday lodges, and a restaurant and bar. The facility has its own dedicated car park (<i>Source: Roydon Marina Website, accessed July 2016</i>).</p>
<p>Community choices responses and stakeholder</p>	<p>Mention is made by consultees of the re-use of unused and vacant employment plots including derelict glasshouse sites in Roydon, but there is a recognition that some of these are too dispersed to be suitable for housing.</p>

engagement	<p>Respondents also indicated that ROY-B in particular has considerable agricultural value.</p> <p>There is concern that taking land for development could make some farms unviable (particularly in the Roydon area), leading to unsuitable development on isolated land.</p> <p>Redundant glasshouses are a serious problem but could be an opportunity. EFDC needs a policy, which should be developed with communication with LVRPA and LVGA. There was a general view that the glasshouse industry would need to adapt in order to keep up with trends in the industry.</p> <p>Mixed views were presented with respect to glasshouses. Some suggested that glasshouses should be encouraged and small sites should be used to make or create co-ops to get economy of scale. Some respondents suggested that derelict glasshouses within a designated glasshouse area should be sold on to companies wishing to expand. The amalgamation of the smaller nursery units and upgrading the glasshouses was also suggested. Others however said that glasshouses were not suitable for expansion.</p> <p>Glasshouses are necessary for home grown products but should not be used for products grown in Europe in areas where the roads are not suitable for HGVs. A freight routing agreement should be established for any industrial sites i.e. times, routes, to prevent HGV traffic coming through the village.</p> <p>New Glasshouse development could be on industrial sites which would also have better road access than those currently in the LVRP area.</p>
<b>TOWN CENTRE</b>	
Overview	<p>Roydon is categorised as a ‘Large Village’ in the Settlement Hierarchy Technical Paper (2015). There are a small number of services on High Street, with several of the assessed services provided by McColl’s newsagents.</p> <p>The Town Centre survey (2015) of Roydon shows 11 units on the High Street, including A1, A2, A3 and A4 uses. A small selection of local shopping and services are available, including a general convenience store (McColls), which is the primary convenience store in the settlement. There are also three public houses, a pharmacy, an estate agent and a restaurant. (<i>Source: Town Centre Survey, 2015</i>).</p> <p>The Town Centre survey indicates that there was one vacant unit on the High Street in September 2015, a former dental laboratory; however, a site visit undertaken in July 2016 indicates that the dental laboratory is still open and operational.</p> <p>There are no contiguous retail frontages within the settlement. Instead, shops and public houses are spread out along the High Street, interspersed with residential properties. (<i>Source: Site Visit, July 2016</i>).</p> <p>Roydon was not considered within the EFDC Town Centres Study (2010).</p>
Community choices responses and stakeholder	<p>An extended pharmacy would be highly desirable, and protecting and enhancing some form of convenience retail is needed.</p> <p>Foot traffic could be further increased to benefit the shops, pubs etc.</p>

engagement	Protection and support for the pubs is of great importance.
<b>TRANSPORT</b>	
Overview	<p><b>Public Transport</b></p> <p>Roydon contains a national rail station on the West Anglian Main Line, which operates services to Liverpool Street, Cheshunt, Waltham Cross, Enfield Lock, Stratford, Stansted Airport, Harlow, Sawbridgeworth and Bishop’s Stortford.</p> <p>Roydon is served by the following bus routes: 380, 381, 382, 390 and 391. These operate 15 services daily on weekdays and connect the settlement to Harlow and Epping, and the majority stop only once daily. There is no Sunday bus service operating in Roydon.</p> <p><b>Road</b></p> <p>The settlement lies just to the south of the A414, which provides access to the A10 westbound, and Harlow and the M11 to the east. The B181 (High Street / Epping Road) is the primary route through the settlement. There can be congestion around Roydon Station when the level crossing is in use.</p> <p><b>Walking and cycling</b></p> <p>Although no obvious cycling infrastructure is apparent on the roads in the settlement, there are cycle racks provided at one of the pubs on the High Street, suggesting that there is some demand for cycling in the area.</p> <p>There are also cycle parking facilities at Roydon Station.</p> <p>The High Street does not have any crossing facilities for pedestrians, and although quiet, traffic does move through the village at fairly fast speeds, meaning that the area is not necessarily always friendly for pedestrians. <i>(Sources: National Rail, 2016 and Site Visit, 2016)</i></p> <p><b>Car parking</b></p> <p>There is on street unrestricted parking in most areas, apart from a section of the High Street which has double yellow lines. Roydon Station also has a small car park with 28 spaces, none of which are disabled spaces. <i>(Sources: National Rail, 2016 and Site Visit, 2016)</i></p>
Community choices responses and stakeholder engagement	<p>A particular concern raised within the Community Choices Consultation was the impact of traffic congestion. Comments were made about the congestion and delays caused by the level crossings, and it was suggested that alternative means of crossing the railway should be investigated. For road transport, there were several suggestions of bypasses that could be needed, including at Roydon.</p> <p>The roads are considered unsuitable for HGV traffic from the glasshouse industry. A freight routing agreement should be implemented for any industrial site i.e. times, routes, in line with the Essex Freight Strategy</p> <p>Stronger management of verge / footway should be implemented in order to improve road safety. Foot traffic could be further increased to benefit the</p>

	<p>shops, pubs etc.</p> <p>Some consultees felt there is a need for improved parking facilities at Roydon Station. It was also suggested that existing parking problems will be exacerbated by new development and there is a need for improved bus routes.</p>
<b>ENVIRONMENT</b>	
<p>Overview</p>	<p><b>Environmental designations</b></p> <p>There are no SSSIs within the settlement or the immediate vicinity within the country of Essex; however, the Hunsden Mead SSSI and the Rye Meads SSSI, both within Hertfordshire, are located close to Roydon.</p> <p>There are seven local wildlife sites within the vicinity of the settlement; although none of these are within the settlement itself:</p> <ul style="list-style-type: none"> <li>● Lea Valley North (Ep14) – 63.6ha area north of Dobbs Weir Road</li> <li>● Totwellhill Bushes (Ep23)</li> <li>● Worlds End (Ep35)</li> <li>● Roydon Brickfields North (Ep37)</li> <li>● Roydon Mead (Ep41)</li> <li>● Brickfield Wood (Ep44)</li> <li>● Parndon Wood (Ep49)</li> </ul> <p><i>(Source: Local Wildlife Sites Review, 2010)</i></p> <p>In addition, the eastern boundary of the LVRP directly abuts most of the western edge of the village, therefore, the ROY-C potential growth area identified in the Community Choices Consultation is entirely within the park.</p> <p><b>Flood Risk</b></p> <p>Most of Roydon is located in Flood Zone 1, which carries the lowest level of flood risk; however, significant areas towards the north of the settlement are within Flood Zones 2 and 3 due to their proximity to the River Stort. These flood zones include the area around Roydon Station. Flood defences are in place along the railway line around the settlement, and a small residential area alongside the river also benefits from flood defences. <i>(Source: Environment Agency, 2016).</i></p> <p><b>Air Quality</b></p> <p>No apparent issues; however, any build-up of HGV traffic in the future may have implications.</p> <p><b>Energy Consumption</b></p> <p>The Carbon Reduction and Renewables study identified Roydon as having one of the highest consumptions of domestic and non-domestic electricity in the District.</p> <p>Two sites in the vicinity of Roydon currently use Combined Heat and Power</p>

	<p>(CHP) schemes:</p> <ul style="list-style-type: none"> <li>● Tower Nursery – Roydon with 3.1 MW generating capacity</li> <li>● Villa Nurseries – Roydon with 3.1 MW generating capacity</li> </ul> <p>(Source: <i>Epping Forest District Carbon Reduction and Renewables Study, 2013</i>)</p>
<p>Community choices responses and stakeholder engagement</p>	<p>Development/ redevelopment needs to be sympathetic to the village and conservation area through the use of materials, proportions, appearance and size. There is also a need to protect the local wildlife, wildlife habitats and mature trees.</p>
<p><b>LANDSCAPE</b></p>	
<p>Overview</p>	<p>The SELSS (2010) describes Roydon as follows:</p> <p><i>“At the western edge of the village, the landscape setting encompasses a large arable field (at Roydon Park) which cloaks a hill, sloping downwards to the west towards the Lea Valley. A series of smaller-scale arable fields which are lined with mature hedgerows are situated at the settlement edge.</i></p> <p><i>To the north of Roydon, the gently meandering corridor of the River Stort, which is lined with mature trees and linear belts of woodland, provides the landscape setting to the village. The main railway line also crosses this area, lined in places with trees. Associated with the river corridor is a patchwork of small-scale arable and pastoral fields which are lined with mature hedgerows. The river corridor and its associated vegetation provide a strong sense of enclosure to the northern edge of the village.</i></p> <p><i>At the eastern edge of Roydon village, the landscape setting comprises large arable fields lined with mature hedgerows and interspersed with sinuous belts of mature deciduous woodland to the south of Harlow Road at World’s End. To the south of the village, a patchwork of small to medium-scale arable fields, lined with mature hedgerows and trees at field boundaries provide a sense of enclosure”.</i></p> <p>Roydon Farmland Plateau Landscape Character Area (C6) provides the landscape setting to the village, whilst Roydon Hamlet Farmland Plateau Landscape Character Area (C7) is situated to the south of the village. (Source: <i>Landscape Character Assessment, 2010</i>).</p> <p>Overall, the sensitivity of the landscape around the Roydon settlement edges are deemed to be high in all areas.</p>
<p>Community choices responses and stakeholder engagement</p>	<p>One of the primary concerns raised in the Community Choices Consultation was the impact of development on Green Belt and the landscape.</p>

<b>GREEN BELT</b>	
Overview	<p>Roydon is completely encircled by the Green Belt. (<i>Source: Epping Forest District Council Green Belt Review Stage 1, 2015</i>).</p> <p>As the Green Belt boundary is tightly drawn around the settlement, the three potential areas for growth put forward in the Community Choices Consultation are in the Green Belt.</p> <p>Two parcels of Green Belt in the vicinity of the settlement were analysed as part of the Stage 1 Green Belt Review (2015).</p> <ul style="list-style-type: none"> <li>● Parcel DSR 064 – (Area Surrounding Roydon)</li> <li>● Parcel DSR 065 – (Linear Parcel North of Roydon)</li> </ul> <p>In the case of DSR – 064, the parcel scored strongly on NPPF Green Belt purposes one and three, and less strongly on purposes two and four; however overall the parcel scored strongly. DSR – 065 scored strongly on purpose three, but less strongly on purposes one, two and four, meaning that it scored less strongly overall.</p> <p>Parcel DSR 064 was taken forward to Stage 2 of the Green Belt review, and split into a number of sub-parcels. Six of these directly abut the current settlement. The resultant harm to the Green Belt purposes if each parcel were released is deemed to be as follows:</p> <ul style="list-style-type: none"> <li>● Parcel 064.1 - Low</li> <li>● Parcel 064.2 - Moderate</li> <li>● Parcel 064.4 - High</li> <li>● Parcel 064.6 - Moderate</li> <li>● Parcel 064.7 – Very High</li> <li>● Parcel 064.8 - High</li> </ul> <p>(<i>Source: Stage 2 Green Belt Review, 2016</i>)</p>
Community choices responses and stakeholder engagement	<p>Of the respondents that disagreed with the Community Choices Consultation growth options proposals, one the main concerns was the impact on the Green Belt, landscape and agricultural land.</p> <p>There were also concerns that Roydon could coalesce with Harlow if the gap between the two settlements is not protected. The need to retain the buffer zone/Green Belt gap with Harlow was also highlighted.</p>
<b>HERITAGE &amp; TOWNSCAPE</b>	
Overview	<p>Roydon is designated as Historic Environment Character Area, HECA 3 – The Roydon and Nazeing Area.</p> <p>This area is described as an undulating area of higher ground overlooking the Lea/Stort valley, often with steep slopes dropping towards the valley, and numerous small tributary streams. The area had a dispersed settlement pattern that is medieval in origin, with a small nucleated settlement at Roydon. Much of the wider landscape of fields, commons and woodland is also medieval in</p>

	<p>origin. There is an extensive 20th century glasshouse industry.</p> <p>Within HECA 3, there are two character zones (HECZ) related to Roydon as follows:</p> <ul style="list-style-type: none"> <li>• HECZ 3.1: Roydon - comprising a small nucleated settlement with church, manor and other houses set around a small green, with outlying scattered farms and cottages. The historic core of the settlement is defined by the Conservation Area in the north of and contains numerous Listed Buildings, including the parish church which dates from the 13th century, and the sites of two of Roydon’s medieval manors: Roydon Hall and Temple Roydon.</li> <li>• HECZ 3.2: North Roydon - This zone lies around Roydon village in the north part of the parish. It is bordered by the Stort Navigation and railway line to the north and west, and Harlow to the east.</li> </ul> <p>In particular, the Roydon Characterisation Zone (HECZ 3.1) is categorised as having high sensitivity to change. (<i>Source: Historic Environment Characterisation Study, 2016</i>).</p> <p><b>Conservation Areas</b></p> <p>The centre of the village is designated as a conservation area, and the Heritage Asset Review recommends a small number of minor extensions to this. (<i>Sources: EFDC, 2016 and Heritage Asset Review, 2012</i>).</p> <p>The Nazeing &amp; South Roydon Conservation Area begins just to the south of the settlement, running southwards towards Nazeing.</p> <p>The Heritage Asset Review (2012) outlines that the Nazeing &amp; South Roydon conservation area is deemed to be ‘at risk’, and should be prioritised for an appraisal and management plan; and the Nazeing &amp; South Roydon conversation area should split into two separate conservation areas. (<i>Source: Heritage Asset Review, 2012</i>).</p> <p><b>Scheduled Monuments</b></p> <p>There are two Scheduled Monuments at some distance from Roydon including a moat at Netherhall to the southwest and a Cold War heavy aircraft gun station to the southeast. (<i>Source: SELSS, 2010</i>).</p> <p><b>Listed Buildings</b></p> <p>There are 33 listed buildings within the settlement and its immediate environs. Additionally, there are seven locally listed buildings in the Roydon parish, two of which are on the High St, two on Harlow Road, and the remaining three are on Epping Road. (<i>Sources: Heritage England, 2016 and EFDC, 2016</i>).</p>
<p>Community choices responses and stakeholder engagement</p>	<p>One of the primary concerns raised in the Community Choices Consultation was the loss of the village’s character and heritage.</p> <p>It was also felt that development/ redevelopment needs to be sympathetic to the village and conservation area through the use of materials, proportions,</p>

	appearance and size.
<b>COMMUNITY FACILITIES</b>	
Overview	<p><b>Education</b></p> <p>In terms of primary education, there is one primary school within Roydon – Roydon Primary School. The current capacity within Roydon Primary School is approximately 210 places, and has a small surplus of 11 places. Capacity is forecast to remain the same by 2020, as is the number of pupils on roll, meaning that Roydon will retain its small surplus of primary places in the absence of any development.</p> <p>There is no secondary school in Roydon. Pupils have to travel outside the town to attend, in Broxbourne, Hoddesdon, Waltham Abbey, Waltham Cross, Harlow or Epping for example.</p> <p><i>(Source: Commissioning School Places in Essex 2015-2020)</i></p> <p><b>Health</b></p> <p>The nearest hospital with an A&amp;E Department is Princess Alexandra Hospital in Harlow. There is also a minor injuries unit at Cheshunt Community Hospital in Waltham Cross.</p> <p>There are no GP surgeries or dentists within the settlement. The nearest services are in Harlow. <i>(Source: NHS Choices, 2016).</i></p> <p><b>Open Space</b></p> <p>There are five ‘managed open spaces’ within Roydon, four of which being of ‘good’ quality, and one of average quality as follows:</p> <ul style="list-style-type: none"> <li>• Land surrounded by Parkfields - Average</li> <li>• Land to the north west of Parkfields – Good</li> <li>• The Green – Good</li> <li>• Land to the north of Little Brook Road – Good</li> <li>• Roydon Community Orchard - Good</li> </ul> <p><i>(Source: Open Space, Sport and Recreation Assessment, 2012).</i></p> <p><b>Recreation Facilities</b></p> <p>The PPG17 audit for Informal Recreational Spaces contains one site within Roydon: Broadley Common Recreation Ground, which score averagely in terms of quality.</p> <p>The PPG17 audit for Children’s Playgrounds contains one sites within Roydon: Roydon Playing Fields Playground. The playground is deemed to be of ‘average’ quality.</p> <p>The PPG17 audit for Allotments outlines two site within Roydon, both of which of ‘average’ quality:</p> <ul style="list-style-type: none"> <li>• Roydon Village Allotment – Average</li> <li>• Broadley Common Allotment – Average</li> </ul> <p>Also within the settlement and its environs are five community centres /</p>

	<p>village halls, and one formal playing pitch.</p> <p><i>(Source: Open Space, Sport and Recreation Assessment, 2012).</i></p>
<p>Community choices responses and stakeholder engagement</p>	<p>Respondents to the Community Choice Consultation mentioned that there was currently a lack of health and emergency services to satisfy the District, specifically in Roydon.</p> <p>There was a lot of concern expressed about infrastructure capacity. There was also a request for a specific policy to protect the playing fields.</p> <p>Any major housing growth must take into account the primary school's capacity. However, consultees felt that Secondary education should remain external to villages and across District/ county boundaries.</p> <p>Healthcare and GP resources are limited, and broadband needs to be improved to facilitate people working from home.</p>

## C3.5 Theydon Bois

<b>1. VISION AND OVERVIEW</b>			
<b>VISION</b>			
<p><b>Proposed Vision</b></p> <p>Theydon Bois will continue to maintain its local feel and character and preserve its rural setting, adjacent to Epping Forest, while providing a mix of housing, key local services and high-quality independent retail. Theydon Bois will also enhance its leisure facilities and social infrastructure to support existing and future residents.</p>			
<b>OVERVIEW OF SETTLEMENT</b>			
<p>Theydon Bois, located approximately 1.4 miles south of Epping and one mile northeast of Loughton, is categorised as a Large Village in the Settlement Hierarchy Technical Paper (2015). Theydon Bois is one of the District's largest villages with a population of over 4,000 people.</p> <p>Theydon Bois London Underground station connects the village to London. The settlement centre supports a good range of shops, a primary school and has one of the largest village halls in the District.</p> <p>Epping Forest lies to the west of the village and the Central Line forms the settlement's eastern boundary. The settlement is encircled by the Green Belt, and some of the built up areas of the village currently lie within the Green Belt boundary mainly at the southern and western areas of the settlement.</p> <p>In June 2014, approval was given for the designation of Theydon Bois as a Neighbourhood Plan Area. Work is on-going on the Neighbourhood Plan, and there has not yet been any formal consultation on its content.</p>			
<b>KEY ISSUES</b>			
<ul style="list-style-type: none"> <li>• The village is has good transport links as it is served by the Central Line station; however, the bus services can be infrequent. Roads in and out of the settlement are in need of improvement.</li> <li>• There is a desire to retain the gap between Theydon Bois and the neighbouring settlements of Epping and Loughton. The prevention of ribbon development is an important issue.</li> <li>• Theydon Bois has an attractive parade of shops offering local convenience retail.</li> <li>• The Village Green is an important community asset but the settlement only has a satellite GP service at present, and the local school is nearing capacity. There is also lack of a library within the settlement.</li> <li>• The village operates a unique 'dark skies' policy (i.e. no street lighting), which has traditionally been supported by the majority of residents.</li> </ul>			
<b>POPULATION</b>			
<i>Ward name</i>	<i>Population at 2011 Census</i>	<i>Area of ward (hectares)</i>	<i>Population density (people per hectare)</i>
Theydon Bois	4,062	832	4.9

Number of LSOAs in ward in 10% most deprived nationally	None.
Demographic profile	<p>Approximately 21% of the population of Theydon Bois are aged 18 or under, which is in line with the average for the District, but below the national average of 24%. This compares to a population who are aged 65 and over of almost 21%, again in line with the average for the District, but above the national average of 16%. This demonstrates a relatively large ageing population.</p> <p>With regard to employment, 78% of the residents aged 16-74 are economically active. This is broadly in line with both the District average (79%) and the average for England and Wales (77%). (Source: Census 2011, ONS).</p>
<b>2. SUITABILITY OF THE SETTLEMENT FOR GROWTH AND THE FUTURE OF THE TOWN CENTRE</b>	
<b>OPPORTUNITIES</b>	
<ul style="list-style-type: none"> <li>• There are opportunities to establish a better GP service and education facilities, as well as new leisure opportunities focused around green infrastructure, maximising existing assets, for example, multi-use of the school to provide new community services such as a library.</li> <li>• Development could redress balance of housing type and tenure</li> <li>• Access to Epping Forest is a major opportunity.</li> </ul>	
<b>WEAKNESSES</b>	
<ul style="list-style-type: none"> <li>• The settlement only has a satellite GP service and the primary school is close to capacity</li> <li>• There are a limited number of smaller dwellings and rental properties</li> <li>• Commuter parking problems, and parking time limitations are often exceeded</li> </ul>	
<b>STRENGTHS</b>	
<ul style="list-style-type: none"> <li>• The settlement is served by a London Underground station, providing it with good transport links to London.</li> <li>• There is no significant flood risk in the settlement.</li> <li>• The local community is well provided for in terms of open space, formal recreational space and sports facilities.</li> <li>• Theydon Bois has an attractive parade of shops offering local convenience retail.</li> </ul>	
<b>THREATS</b>	
<ul style="list-style-type: none"> <li>• Large scale growth and development could be out of scale with the settlement and could threaten “dark skies” policy.</li> </ul>	

<b>3. TOPIC SPECIFIC INFORMATION</b>	
<b>HOUSING</b>	
<b>Overview</b>	<p>The Community Choices Consultation explored a number of broad locations for growth, with the SLAA providing further details of Officer identified and independently promoted sites within the District which may be suitable for residential development.</p> <p>Three potential growth areas were identified in the 2013 Community Choices Consultation:</p> <ul style="list-style-type: none"> <li>• THB-A – Between the north east of the settlement and the Central Line</li> <li>• THB-B – To the west of the settlement adjacent to Epping Forest</li> <li>• THB-C – A larger area to the east of the settlement on the other (eastern) side of the Central Line.</li> </ul> <p>The Settlement Capacity Study identified six additional potential sites which were put through the SLAA 2016 and subsequently assessed through the site selection process. <i>(Source: Draft Settlement Capacity Analysis, 2016).</i></p> <p>The latest SLAA identifies a number of sites in or adjacent to Theydon Bois which are suitable for housing development; however, the key constraint identified in bringing these sites forward is that the majority are within the Green Belt, and are thus incongruent with current policy. <i>(Source: SLAA Consolidated Update, 2016).</i></p> <p>This work has informed the site selection process which is looking in more detail at the most appropriate locations and sites for development.</p> <p>The Stage 1 Viability Assessment (2015) found that there are a wide range of residential values apparent across Loughton and Debden. Variation appears to be at a street by street level. Overall, residential values appear to be high compared to the rest of the District, with the average cost per sqm of house between £5,250 and £5,750. <i>(Source: Stage 1 Viability Assessment, 2015).</i></p>
<b>Community choices responses and stakeholder engagement</b>	<p>Many comments objected fundamentally to any new development in Theydon Bois. The level of objection to the three potential growth areas was very similar -57% objected to THB-A, 59% to THB-B and 60% to THB-C.</p> <p>There are strong concerns about the capacity of a number of services including electricity, gas, water, sewerage as well as schools and health facilities. The response from the NHS confirms that there are capacity problems at the medical centre in Theydon Bois. Responders are also concerned that the Central Line is already reaching capacity and that new development would exacerbate this. Additionally the loss of agricultural land and effect on protected trees was also a concern for all of the areas in the village.</p> <p>With regards to THB- A, a major concern is the topography of the site, which could lead to overlooking of existing dwellings as well as a visually conspicuous development.</p> <p>The comments regarding THB-B were mainly concerned with the impact that development would have on Epping Forest SSSI and Special Area of Conservation (SAC). The Community Choices Consultation Report states that</p>

	<p>previous planning applications on the site were refused due to inadequate sightlines.</p> <p>Comments were also raised about the size and location of THB-C. Several responders noted that the area is very large relative to the existing settlement and that the Central Line currently provides a strong village and Green Belt boundary.</p> <p>A minority of positive comments supported development in Theydon Bois and refer to the good transport links provided by the Underground station. There is a view that the current density of dwellings should be retained, providing small scale development in line with scale of the village.</p> <p>Provision for expansion/adaptation of bungalows for elderly population to downsize in their area and facilitate the release of dwellings for families.</p>
<b>ECONOMIC DEVELOPMENT</b>	
<p>Overview</p>	<p>The Employment Land Review, (2010), does not make any specific reference to Theydon Bois.</p> <p>There is a 30.23 ha site adjacent to Theydon Bois (SR-0026a) which, as a secondary consideration (primary consideration is housing), has been assessed for employment potential as part of the SLAA. (Source: <i>SLAA Consolidated Update, 2016</i>)</p> <p>The Council will be undertaking further work to enable specific employment allocations to be identified within the Local Plan, and to further consider opportunities to intensify and extend existing sites where appropriate.</p> <p>The issue of broadband was raised in the Community Choices document. The option to ‘pursue the provision of high-speed broadband in the District, so more people can work effectively from home’ remains a priority for the Council. (Sources: <i>Community Choices Consultation Report and Appendix, 2013</i>)</p>
<p>Community choices responses and stakeholder engagement</p>	<p>The Forest Drive shopping area is recognised as highly important to the settlement.</p> <p>Consultees highlighted the need to address the impact of out-of-town supermarkets. Comments highlight a desire to retain local shops which sell local produce.</p> <p>There should be minimal conversion of agricultural buildings to commercial use.</p> <p>There is a need to provide better quality broadband to facilitate home working and small scale business.</p>
<b>TOWN CENTRE</b>	
<p>Overview</p>	<p>Theydon Bois is classified as a Large Village in the Hierarchy Settlement Technical Paper (2015), due to the current limited range of facilities.</p> <p>The Town Centre Survey (2015) for Theydon Bois lists 28 premises on the streets of Coppice Row and Forest Drive, totalling 155m of frontage. These streets, representing the settlement centre, have a variety of retail uses,</p>

	<p>including:</p> <ul style="list-style-type: none"> <li>● A1 - newsagents, mini-supermarket, post office, hairdresser, butcher, pharmacy.</li> <li>● A2 – estate agents</li> <li>● A3 – four restaurants serving primarily Asian cuisine</li> <li>● A4 – The Queen Victoria Pub and The Bull Pub</li> <li>● A5 – take away restaurant</li> </ul> <p>There was one vacant unit, a former restaurant in 2015. First floor uses are primarily residential; however there are three premises with offices on the first floor, one of which is currently vacant. (<i>Source: Town Centre Survey, 2015</i>)</p> <p>Theydon Bois is not mentioned specifically within either the Town Centre Study (2010), or the Economic and Employment evidence to support the Local Plan and Economic Development Strategy (2015).</p> <p>There is no evidence of any expansion of the town centre, or development in close proximity to the centre since 2008. (<i>Source: Site Visits, July 2016</i>).</p>
<p>Community choices responses and stakeholder engagement</p>	<p>Consultees highlighted the need to address the impact of out-of-town supermarkets. Comments highlight a desire to retain local shops which sell local produce, and conserve the vitality of existing shopping areas.</p>
<p><b>TRANSPORT</b></p>	
<p>Overview</p>	<p><b>Public Transport</b></p> <p>The settlement is served by Theydon Bois London Underground station on the Central Line, providing access to London.</p> <p>Concerns have been raised regarding the available capacity of the Central Line in the District as a whole to cater for the growth proposed in Epping Forest. This will be an important consideration for development options in and around Theydon Bois. (<i>Source: Settlement Hierarchy Technical Paper, 2015</i>).</p> <p>Other public transport in Theydon Bois is limited, with only one bus service. The 418 bus runs hourly to Loughton Station via Abridge and Debden Broadway and in the opposite direction to St Margaret’s Hospital and Thornwood Common, extending to Harlow bus station during the rush hour.</p> <p>Chingford is the nearest national rail station.</p> <p><b>Road</b></p> <p>Severe congestion occurs only on Woodland Way with lesser congestion occurring at Abridge Road (east of the underground line), Piercing Hill (between Coppice Row and Morgan Crescent) and the middle section of Orchard Drive.</p> <p><b>Walking and cycling</b></p>

	<p>No settlement specific information is available with regard to cycling and walking in Theydon Bois; however, site visits revealed little in the way of cycling infrastructure in the settlement. The town centre has wide pavements and is generally conducive to pedestrian flows, however it is clear that car use is the most prominent form of transport within the settlement. (<i>Source: Site Visit, July 2016</i>).</p> <p><b>Car parking</b></p> <p>There is a London Underground station car park, which provides 64 spaces and 3 disabled spaces.</p>
<p>Community choices responses and stakeholder engagement</p>	<p>Concerns were raised that development would increase congestion in and around the village. This would have an impact on pollution in the village and in the Forest. The Central Line is already busy and an increase in commuters at Theydon Bois may mean that London bound trains are full by the time they get to other stops in the District.</p> <p>Traffic was identified as a major issue, with roads currently struggling to cope with present levels. Responses from Theydon Bois indicated this as an important factor to take into consideration when planning future growth.</p> <p>The underground station is not considered ‘user friendly’ i.e. no disabled access southbound and frequently not staffed.</p>
<p><b>ENVIRONMENT</b></p>	
<p>Overview</p>	<p><b>Environmental designations</b></p> <p>The Epping Forest SAC is to the west of the settlement, along with the overlapping Epping Forest SSSI. (<i>Source: Natural England, 2015</i>)</p> <p>In addition, there are six Local Wildlife Sites within, or at the edge of Theydon Bois:</p> <ul style="list-style-type: none"> <li>● Birch Hall Pastures;</li> <li>● Theydon Bois Deer Park West;</li> <li>● Piercing Hill Wood;</li> <li>● Theydon Bois deer Park East;</li> <li>● St Mary’s Churchyard; and</li> <li>● Blunts Farm – NB – only the western part is within the parish.</li> </ul> <p>(<i>Source: Local Wildlife Sites Review, 2010</i>)</p> <p><b>Flood Risk</b></p> <p>The settlement is in Flood Risk Zone 1 (the lowest risk). However there are flood risk areas located to the south and east of the settlement towards Abridge. (<i>Source: Environment Agency, 2016</i>).</p> <p>There are several areas that are at risk from surface water flooding. The area around Station Approach and Slade End is particularly vulnerable. Other areas at risk of surface water flooding occur to the east of the underground line in a north easterly direction, the areas to the north of Dukes Avenue and the length of Morgan Crescent.</p>

	<p><b>Air Quality</b></p> <p>The highest levels of air pollution are located outside the village area and will be concentrated around both the M11 and M25 and especially at the junction where both motorways meet.</p> <p><b>Energy Consumption</b></p> <p>The EFDC Carbon Reduction and Renewables (2013) study identified Theydon Bois MSOA as being the fourth highest consumer of non-domestic electricity in the District; however, it is not possible to define who the main users are as figures are not provided for individual users.</p>
Community choices responses and stakeholder engagement	Responses highlighted a desire to reinforce protection of Epping Forest/ Corporation land.
<b>LANDSCAPE</b>	
Overview	<p>The SELSS (2010) describes the Theydon Bois fringe area in the following way:</p> <p><i>“The landscape setting to the north of Theydon Bois comprises a patchwork of medium scale fields on an underlying undulating landscape. To the northeast of the village, the large expanse of woodland provides a sense of enclosure. The corridor of the M25 runs to the north of the village, whilst the London Underground rail corridor transects this landscape from north to south and bounds Theydon Bois to the east.</i></p> <p><i>To the south of Theydon Bois the landscape comprises two differing areas of local landscape character. To the east the landscape comprises medium to large scale fields which are delineated by hedgerows and hedgerow trees, whilst to the west it comprises blocks of woodland that stretch eastwards from Epping Forest. To the west, there is also a golf course set within the treed landscape.</i></p> <p><i>The western edge of the settlement is lined by Epping Forest which rises towards a ridge to the west of the settlement and provides a distinctive enclosed setting. To the east of the settlement, the landscape setting is relatively varied, consisting of a golf course, several ponds, and a network of agricultural fields which are often lined by hedgerows with hedgerow trees. The landscape is also crossed by the north-south running M11 motorway corridor and the valley for the River Roding to the east”.</i></p> <p>The settlement is bounded by two types of landscape:</p> <ul style="list-style-type: none"> <li>• The Epping Forest Ridge (D2) landscape to the west - characterised by densely wooded ridge which forms some of the highest land within the District and provides a key feature of views across the landscape. The area contains large expanses of semi-natural woodland.</li> <li>• The Theydon Garton Wooded Ridges and Valleys (G2) landscape in all other directions - overlooks the Lower Roding Valley character area to the south. The M11 and M25 interchange dominates the landscape pattern</li> </ul>

	<p>in this area.</p> <p>The Forest Ridge landscape to the west is of high sensitivity, whilst the Wooded Ridges and Valleys landscape around the rest of the settlement is of moderate sensitivity. (<i>Source: Landscape Character Assessment, 2010</i>)</p>
<p>Community choices responses and stakeholder engagement</p>	<p>Responses from Theydon Bois highlighted that more weight needs to be given to the protection of the character of the area.</p>
<p><b>GREEN BELT</b></p>	
<p>Overview</p>	<p>The settlement is completely encircled by the Green Belt. Some of the built up areas of the village currently lie within the Green Belt boundary mainly at the southern and western areas of the settlement. (<i>Source: Epping Forest Green Belt Review Stage 1, 2015</i>)</p> <p>Four parcels of Green Belt in the vicinity of the settlement were analysed as part of the Stage 1 Green Belt Review:</p> <ul style="list-style-type: none"> <li>● Parcel DSR 041 – (East of Theydon Bois)</li> <li>● Parcel DSR 042 – (South of Theydon Bois and North of Loughton / Debden)</li> <li>● Parcel DSR 043 – (North of Theydon Bois)</li> <li>● Parcel DSR 054 (Epping Forest – East of Epping New Road) – to the east of Theydon Bois</li> </ul> <p>In all cases, the contribution of each parcel to the purposes of the Green Belt was mixed, with all parcels scoring relatively strongly or strongly for at least one purpose. (<i>Source: Green Belt Review Stage 1, 2015</i>)</p> <p>A number of sub-parcels have been taken forward to Stage 2 of the Green Belt review. Eleven of these directly abut the current settlement. The resultant harm to the Green Belt purposes if each parcel were released is deemed to be as follows:</p> <ul style="list-style-type: none"> <li>● Parcel 041.1 - High</li> <li>● Parcel 041.3 – Very High</li> <li>● Parcel 041.4 – Very High</li> <li>● Parcel 042.1 – Very High</li> <li>● Parcel 043.1 - Very High</li> <li>● Parcel 043.2 - High</li> <li>● Parcel 043.3 - High</li> <li>● Parcel 054.10 - Low</li> <li>● Parcel 054.7 – Very Low</li> <li>● Parcel 054.8 – Very Low</li> <li>● Parcel 054.9 - Moderate</li> </ul> <p>(<i>Source: Stage 2 Green Belt Review, 2016</i>)</p>
<p>Community</p>	<p>It was felt that certain development could undermine the effectiveness of the</p>

choices responses and stakeholder engagement	<p>proposed strategic Green Belt gap that separates Loughton and Theydon Bois.</p> <p>Some stakeholders commented that the existing railway forms a permanent, defensible Green Belt boundary that should not be relaxed. The existing Green Belt boundary to the south and north of village is essential to prevent settlement coalescence with neighbouring settlements. It was specifically stated that there should be no development north of the main village envelope to prevent merging with Epping.</p> <p>Responses received were also against extensions on existing dwellings in the Green Belt that are larger than permitted under permitted development rights.</p>
<b>HERITAGE &amp; TOWNSCAPE</b>	
Overview	<p>In the Historic Environment Characterisation Study (2016) Theydon Bois is designated as a Historic Environment Character Area HECA 8 – Theydon Bois.</p> <p>This area comprises the semi-urban area lying between Epping in the north and Loughton to the south. There is known to have been Roman occupation in the area. During the medieval period there was a dispersed pattern of medieval farms, with small fields and large areas of woodland. The settlement of Theydon Bois lies in the centre of the area with a number of Listed Buildings clustered around the historic Green. Urban expansion facilitated by the coming of the railway developed around the railway station with significant expansion in the second half of the 20th century. The southern part of the area is rural in character.</p> <p>Historically the area was an open rural landscape on the London Clay, with a dispersed settlement pattern. The remains of a scheduled Roman villa lies in the southern part of the area.</p> <p>Within HECA 8, there are three character zones (HECZ) as follows:</p> <ul style="list-style-type: none"> <li>● HECZ 8.1: Piercing Hill - area north of Theydon Bois - A small zone located to the north of Theydon Bois and adjoining Epping Forest. It is largely open in nature, comprising Theydon Bois Golf Club and detached properties in large gardens. There has been no archaeological work in this zone, although it retains potential.</li> <li>● HECZ 8.2: Urban area of Theydon Bois - Historically the settlement of Theydon Bois was very small, comprising a scatter of cottages around the perimeter of the green and the Victorian church and vicarage at the western end of The Green. The remainder of the zone comprised fields until the very end of the 19th century. Most of the current settlement area is late 20th century in date.</li> <li>● HECZ 8.3: Southern part of Theydon Bois - This rural zone is located to the south of Theydon Bois, adjoining Epping Forest on its western side and bordered by the railway to the east. It largely comprises irregular fields, possibly medieval in origin, and a few areas of ancient woodland.</li> </ul> <p><b>Conservation Areas</b></p> <p>At present, there are no Conservation Areas in or around the settlement; however, the creation of a new Conservation Area for the settlement has been recommended. The suggested Theydon Bois Conservation Area is focussed</p>

	<p>on the central large 'Green' and would incorporate the Parish church, churchyard and former school building as well as a small number of properties on Coppice Row that provide a coherent and logical boundary. In addition it is suggested that the 19th century villas on the west side of Piercing Hill are included within the potential conservation area. (<i>Source: Heritage Asset Review, 2012</i>)</p> <p><b>Listed Buildings</b></p> <p>The settlement contains nine listed buildings, with a further two nearby beyond the settlement boundary to the east of the Central Line. In addition, there are 23 locally listed buildings within the Theydon Bois Parish, which are primarily clustered on Piercing Hill, Coppice Row and The Green. (<i>Sources: Historic England, 2016 and EFDC, 2016</i>)</p>
<p>Community choices responses and stakeholder engagement</p>	<p>There is a desire among stakeholders to retain the character of the settlement.</p>
<p><b>COMMUNITY FACILITIES</b></p>	
<p>Overview</p>	<p><b>Education</b></p> <p>In terms of primary education, the current capacity within Theydon Bois is approximately 315 places, with a current deficit of three places. Capacity is forecasted to remain static to 2020; however, forecasted demand is also expected to remain virtually unchanged. As a result, the Commissioning School Places in Essex 2015-2020 study suggests that Theydon Bois will be at capacity, or have only a small deficit in capacity over the next five years.</p> <p>In terms of secondary education, Davenant Foundation School and Debden Park High School are the closest secondary schools to Theydon Bois. (<i>Source: Commissioning School Places in Essex 2015-2020</i>)</p> <p><b>Health</b></p> <p>The Limes Medical Centre has a branch surgery in Theydon Bois, and is the only health facility in the settlement. (<i>Source: NHS Choices, 2016</i>)</p> <p><b>Open Space</b></p> <p>There is one 'managed open space' within Theydon Bois: Theydon Bois Village Green. The site is designated as good quality. (<i>Source: Open Space, Sport and Recreation Assessment, 2012</i>)</p> <p><b>Recreation Facilities</b></p> <p>Community facilities in Theydon Bois include the Theydon Bois Village Hall, Theydon Bois Scout Hut, St Mary's Church Hall and the Theydon Bois Youth Centre.</p>

	<p>The 2009 audit for Informal Recreational Spaces identifies no sites within Theydon Bois.</p> <p>The 2009 audit for Children’s Playgrounds contains one site within Theydon Bois. The playground is classified as being of ‘good’ quality.</p> <p>The 2009 audit for Allotments contains one site within Theydon Bois, which of ‘very good’ quality. (<i>Source: Open Space, Sport and Recreation Assessment, 2012</i>)</p>
Community choices responses and stakeholder engagement	<p>The response from the NHS confirms that there are capacity problems at the medical centre in Theydon Bois. There is a need for extended GP surgery hours, which needs to be open/available 5-6 days per week to suit working residents.</p> <p>Many responses suggested that there are inadequate sports and leisure facilities. Improved leisure facilities are required.</p> <p>Redevelopment / expansion of the primary school is needed to cater for existing and future population.</p>

## C3.6 Nazeing

<b>1. VISION AND OVERVIEW</b>			
<b>VISION</b>			
<p><b>Proposed Vision</b></p> <p>Nazeing will maintain its rural character, with a new community centre acting as a focal point for the settlement. The village will continue to support a thriving agricultural and horticultural economic base, supported by the glasshouse industry, and seek opportunities to improve the highway network in order to ease congestion.</p>			
<b>OVERVIEW OF SETTLEMENT</b>			
<p>Lower Nazeing (also referred to as Nazeing), located in the most rural north west of the District, is categorised as a Small Village in the Settlement Hierarchy Technical Paper (2015).</p> <p>Farmland separates Nazeing from the older village to the east (which is not included in this assessment). Nazeing has a small village centre including a new GP surgery and a primary school, but no secondary school. The village is very close to Broxbourne and Hoddesdon in Hertfordshire. There are a number of commercial glasshouse sites on the edges of the village.</p> <p>The Nazeing and South Roydon Conservation Area begins just to the east of the village, and runs up towards Roydon and Harlow. It is the largest Conservation Area within the District. The boundary of the Lea Valley Regional Park also lies roughly along the western boundary of the village.</p>			
<b>KEY ISSUES</b>			
<ul style="list-style-type: none"> <li>• There are a large number of HGV movements through Nazeing, which impact on traffic congestion and safety. This is likely due to the Lea Valley glasshouse industry, proximity to Broxbourne/Hoddesdon and lack of opportunity to cross the River Lee.</li> <li>• There are limited community facilities in Nazeing, including a lack of secondary education capacity and the need for new facilities for young people.</li> <li>• Redundant glasshouses could be redeveloped to non-employment uses, which has implications for the horticultural industry in the area.</li> <li>• Nursery worker and Gypsy &amp; Traveller accommodation is required as appropriate.</li> <li>• Lack of public transport – Broxbourne Station is close, but is difficult to access.</li> </ul>			
<b>POPULATION</b>			
Ward name	Population at 2011 Census	Area of ward (hectares)	Population density (people per hectare)
Lower Nazeing	3,874	989	3.9
Broadley Common, Epping Upland and Nazeing	1,970	2,819	0.7
Total	5,844	3,808	

Number of LSOAs in ward in 10% most deprived nationally	None. There is some disparity between LSOAs in the area, with 002A falling within the 50% most deprived, but others among the top 30% least deprived in the country. (Source: Indices of Multiple Deprivation Mapping - <a href="http://dclgapps.communities.gov.uk/imd/idmap.html">http://dclgapps.communities.gov.uk/imd/idmap.html</a> ).
Demographic profile	<p>Approximately 21% of the population of Nazeing are aged 18 or under, which is in line with the average for the District, but below the national average of 24%. This compares to a population who are aged 65 and over of almost 22%, which is above the average for the District (18%), and above the national average of 16%. This demonstrates a relatively large ageing population.</p> <p>With regard to employment, almost 79% of the residents aged 16-74 are economically active. This is in line with the District average (79%) and higher than the average for England and Wales (77%). (Source: Census 2011, ONS).</p>
<b>2. SUITABILITY OF THE SETTLEMENT FOR GROWTH AND THE FUTURE OF THE TOWN CENTRE</b>	
<b>OPPORTUNITIES</b>	
<ul style="list-style-type: none"> <li>• Nazeing is a small village, however capacity exists for some market and affordable residential growth on some industrial sites.</li> <li>• Existing small businesses should be supported and the regeneration of disused farm and nursery buildings provides possible opportunities.</li> </ul>	
<b>WEAKNESSES</b>	
<ul style="list-style-type: none"> <li>• HGV movement and traffic congestion associated with glasshouse industry are a key constraint.</li> <li>• Within the north-eastern fringe of the village, the topography slopes downwards to the north, encompassing a hillside. These slopes are considered to be visually significant</li> <li>• The settlement only supports local shopping only, with no comparison retail. There is also no Post Office within the settlement.</li> <li>• There are no secondary or higher education institutions, meaning that residents must travel to other nearby areas.</li> <li>• There is a lack of public transport and poor links to Broxbourne Station.</li> </ul>	
<b>STRENGTHS</b>	
<ul style="list-style-type: none"> <li>• The settlement has a strong rural character which is attractive to visitors. There exists a strong network of Public Rights of Way within the setting of the village, particularly around the western fringes. These footpaths provide access to the corridor of Lea Valley and are an important asset.</li> <li>• Businesses located in Nazeing have a high proportion of locally based employees, particularly in the glasshouse industry.</li> <li>• As indicated by the PPG17 audit, open spaces and recreational grounds are generally of high quality. The church hall and community space are key assets.</li> <li>• Within the north-eastern fringe of the village includes slopes which are considered to be visually significant.</li> </ul>	

**THREATS**

- Redundant glasshouses could be converted to non-employment uses, which has implications for the horticultural industry in the area.
- The eastern edge is in relatively close proximity to Harlow, and preserving the gap between these settlements is important.
- Given the presence of Cripsey Brook, and the proximity to the Lea Valley, much of the settlement is designated as being in either Flood Zone 2 or 3, including a small area along Hoe Lane.
- There is a threat that any development may result in increased congestion on the roads.

<b>3. TOPIC SPECIFIC INFORMATION</b>	
<b>HOUSING</b>	
<b>Overview</b>	<p>The Community Choices Consultation explored a number of broad locations for growth, with the SLAA providing further details of Officer identified and independently promoted sites within the District which may be suitable for residential development.</p> <p>One potential opportunity area and two potential growth areas were identified in the Community Choices Consultation:</p> <ul style="list-style-type: none"> <li>• NAZ-1 – Opportunity area identified to the east of the settlement</li> <li>• NAZ-A - Growth area identified to the north of the settlement</li> <li>• NAZ-B - Growth area identified to the south of the settlement</li> </ul> <p><i>(Source: Community Choices Consultation Report and Appendix, 2013).</i></p> <p>The Settlement Capacity Study identified two additional potential sites which were put through the SLAA 2016 and subsequently assessed through the site selection process. <i>(Source: Settlement Capacity Study, 2016)</i></p> <p>This work has informed the site selection process which is looking in more detail at the most appropriate locations and sites for development.</p> <p>The Stage 1 Viability Assessment (2015) found that there are a wide range of residential values across Nazeing and variation appears at a street by street level. Overall, residential values appear to be average compared to the rest of the District, with the average cost per sqm of house between £4,250 and £4,750. <i>(Source: Stage 1 Viability Assessment, 2015).</i></p>
<b>Community choices responses and stakeholder engagement</b>	<p>Three sites were put forward at consultation: NAZ-1, NAZ- A and NAZ-B. Overall, responses were negative towards development at all three sites, with 63% of the respondents objecting to NAZ-1, 66% objecting to NAZ-A and 73% objecting to NAZ-B. Concerns primarily focused upon the Green Belt and wildlife, and increased traffic congestion.</p> <p>Of the respondents that objected to growth, the main concerns were:</p> <ul style="list-style-type: none"> <li>• Protecting the Green Belt and the designated conservation area throughout the area;</li> <li>• The pressure on the existing horticultural businesses;</li> <li>• The impact of development on the existing services and utilities;</li> <li>• The issue of additional traffic to existing congestion problems on narrow countryside roads.</li> </ul> <p>Of the respondents who supported development, sites NAZ-1 and NAZ-A were favoured. Respondents supported residential or small industry development at NAZ-1 and NAZ-A, suggesting that the change of use from glasshouses to residential dwellings could potentially reduce the intensity of HGV traffic and improve the character of the area.</p> <p>Mention is made of the possible re-use of unused and vacant employment plots including derelict glasshouse sites in Nazeing; however there is a recognition that some of these are too dispersed to be suitable for housing.</p>

	<p>Housing should be located near to existing settlements or expanded around the edge. No new settlements at Chimes nursery or St Leonards Road. Extensions and flats should be in character and in proportion with exiting use, and adequate parking should be provided.</p> <p>Given the rural setting of the settlement, there are normally multiple cars per household; therefore it is a great concern that there is a lack of parking for new houses.</p>
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**ECONOMIC DEVELOPMENT**

<p>Overview</p>	<p>Within EFDC, the Glasshouse industry is concentrated in the Lea Valley, in Nazeing, Roydon and Waltham Abbey in particular. Currently there are 59ha of Glasshouses in Roydon and Nazeing (<i>Laurence Gould Partnership, 2012</i>) The Council are currently in the process of updating this information. There is strong competition from overseas and other parts of the UK, and as such applications for new or replacement glasshouses have declined in recent years, with trends suggesting a move to larger sites in order to improve viability (<i>Economic and Employment Evidence to Support the Local Plan and Economic Development Strategy, 2013 - HJA</i>).</p> <p>The Fernbank Nursery in Nazeing has been identified as being a significant operational glasshouse. (<i>Source: The Lea Valley Glasshouse Industry: Planning for the Future, 2012</i>)</p> <p>The Council has granted planning permission for Oakleigh Nursery, Hoe Lane, Nazeing. Demolition of derelict glasshouses and erection of a 50 bed care home (EPF/1907/10).</p> <p>The Local Plan 1998 Updated with Alterations 2006 identified two existing employment sites: Nazeing Glassworks Industries (EMP-0007) and Hillgrove Business Park (EMP-0009).</p> <p>The Employment Land Review 2010 identified four existing employment sites: land at Winston Farm (ELR-0098); Stoneshott Farm (ELR-0100);land at Moss Nursery (ELR-0099); and land at Silverwood Close (ELR-0101).</p> <p>In the rural sub-area of Nazeing there is a concentration of general industrial estates. These sites provide one storey units and workshops for small local industrial businesses, such as car repair services, electrical suppliers, machinery hire. The ELR (2010) identifies the Hillgrove Business Park as a key site in Nazeing, providing 85 premises.</p> <p>The ELR (2010) identifies the following sites have been identified as having potential scope for change:</p> <ul style="list-style-type: none"> <li>● Nazeing New Road: Medium- term (3-5 years) the small plot of land could be developed.</li> <li>● Birchwood Industrial Estate: Long- term modernisation of units (5+ years) site seems to be part of farmyard land. Future development could by rural setting.</li> <li>● Hoe Lane, Nazeing: Long- term (5+ years) redevelop poor quality units.</li> </ul> <p>The Council will be undertaking further work to enable specific employment allocations to be identified within the Local Plan, and to further consider</p>
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	<p>opportunities to intensify and extend existing sites where appropriate.</p> <p>Permitted development rights conversions of office to residential have been significant in Nazeing, with 1,278 sqm of space at the Hillgrove Business Park being converted as of 2014/15. It is recommended that at least this amount of employment space should be re-provided. <i>(Source: Economic and Employment Evidence to Support the Local Plan and Economic Development Strategy, 2013 - HJA)</i></p>
<p>Community choices responses and stakeholder engagement</p>	<p>A number of respondents were concerned about the growing pressure on the existing horticultural businesses. It was suggested that the loss of agricultural land could negatively impact food production.</p> <p>Of the respondents who did support development, sites NAZ-1 and NAZ-A were favoured. Respondents supported small industry development at NAZ-1 and NAZ-A.</p> <p>It should not be assumed that redundant sites will be converted to non-agricultural use.</p> <p>A freight routing agreement should be established for any industrial site i.e. times, routes.</p> <p>Redundant glasshouses are a serious problem but could be an opportunity. EFDC needs a policy, which should be developed with communication with LVRPA and LVGA. Support for glasshouse industry needs to be integrated into the vision for the area.</p> <p>E13 (Glasshouses) should be encouraged and small sites should be used to make or create co-ops to get economy of scale.</p>
<p><b>TOWN CENTRE</b></p>	
<p>Overview</p>	<p>Nazeing is classed as a Small Village within the Settlement Hierarchy Technical Paper (2015), with the primary town centre shops located on Nazeingbury Parade.</p> <p>The Town Centre survey (2015) of Nazeing shows 10 units on Nazeingbury Parade, representing 62m of ground floor retail frontage. In all cases bar one, the use class is A1, with a variety of local services provided, including a general convenience store, butchers, barbers, dry cleaners, post office, pharmacy and take-away restaurant (A5 use class). The survey indicates that there was one vacant unit in 2015; however, no vacant units were apparent on a site visit in July 2016. <i>(Source: Town Centre Survey, 2015 and Site Visit, July 2016).</i></p> <p>Nazeing is not considered within the EFDC Town Centres Study (2010).</p> <p>There is evidence of a development site directly opposite the Nazeingbury Parade. <i>(Source: Site Visit, July 2016).</i></p>
<p>Community choices responses and</p>	<p>Major shopping is located elsewhere, so car use is fundamental. Local shopping is considered adequate.</p>

stakeholder engagement	
<b>TRANSPORT</b>	
Overview	<p><b>Public Transport</b></p> <p>Unlike other areas within the District, Nazeing is not served by the Central Line. The nearest mainline rail station is Broxbourne (approx. 1.5 miles away). This station is on the West Anglian Main Line, which covers Liverpool Street, Cheshunt, Waltham Cross, Enfield Lock, Stratford, Stansted Airport, Roydon, Harlow, Sawbridgeworth and Bishop’s Stortford. Other nearby stations include Roydon, Rye House, Cheshunt and Waltham Cross.</p> <p>Nazeing is served by the following bus routes: 391: Harlow-Roydon-Bumbles Green (Mon-Fri), 392: Harlow-Tylers Cross-Nazeing-Broxbourne-Rye Park, 505: Harlow-Nazeing-Waltham Abbey-Chingford (Mon-Sat) and 555: Harlow-Waltham Abbey-Loughton (Mon-Sat).The frequency depends on the bus service, however at peak times there is approximately one bus an hour.</p> <p><b>Road</b></p> <p>HGV movement has been identified as a long standing problem in Nazeing. The traffic has largely contributed to the damage of the rural road infrastructure and the disturbance to the local residents. Local roads are also used as a rat-runs to gain access to the M25 at Waltham Abbey (<i>Community Choices Consultation Document</i>), which also contributes to congestion.</p> <p>Data from Essex County Council indicates that the most congested roads in the area are: the crossroads of Middle Street/North Street/Nazeing Road/St. Leonard’s Road, and on Paynes Lane, Western Road, Hyde Mead, Barnard Acres, Crooked Way, Old Nazeing Road, Nazeing New Road and parts of Hoe Lane. (<i>Source: Settlement Hierarchy Technical Paper, 2015</i>).</p> <p><b>Walking and cycling</b></p> <p>There was no evidence of cycle routes or other cycling infrastructure throughout the settlement. It is apparent that most shoppers at the Nazeingbury Parade arrived by car. (<i>Source: Site Visit, July, 2016</i>).</p> <p><b>Car parking</b></p> <p>There are some spaces at the shops at Nazeingbury parade, but no large paid car parks.</p>
Community choices responses and stakeholder engagement	<p>Respondents suggested that development would increase traffic where there are existing congestion problems on the narrow countryside roads of the existing settlement.</p> <p>The volume of HGV traffic was raised as a particular concern, linked to the existing glasshouses and other industrial buildings/sites. Currently, Hoe Lane has many problems with HGV movements and is considered to be unsafe for pedestrian use. The additional traffic congestion/ movement could potentially generate excessive noise pollution.</p> <p>For road transport, there were several suggestions of bypasses that could be</p>

	<p>needed at Nazeing. The roads are currently unsuitable for HGV traffic from the glasshouse industry.</p> <p>A freight routing agreement should be implemented for any industrial site i.e. times, routes, in line with the Essex Freight Strategy.</p> <p>Stronger management of verge/ footway should be implemented in order to improve road safety.</p> <p>Stakeholders also suggest that more parking should be provided, especially near the shops.</p>
<b>ENVIRONMENT</b>	
<p>Overview</p>	<p><b>Environmental designations</b></p> <p>The Green Belt boundary closely aligns with the settlement. Some farms and cottages are within the Green Belt, as are many glasshouses and packhouses to the north. The boundary of the Lea Valley Regional Park lies roughly along the western boundary of the Nazeing.</p> <p>The Local Wildlife Sites review identifies the following assets in the area:</p> <ul style="list-style-type: none"> <li>• Lea Valley South</li> <li>• Lea Valley Central</li> <li>• All Saints’ Parish Churchyard</li> <li>• Nazeing Church Fields</li> <li>• Nazeing Triangle Local Nature Reserve</li> <li>• Copy Wood</li> <li>• Epping Long Green West</li> </ul> <p><i>(Source: Local Wildlife Sites Review, 2010)</i></p> <p><b>Flood Risk</b></p> <p>Much of the area directly to the west is part of the Lea Valley, and as such are designated as being in either Flood Zone 2 or 3.</p> <p>Within the settlement itself, the areas immediately adjacent to the brook running through the settlement centre are within Flood Zone 3. <i>(Source: Environment Agency, 2016).</i></p> <p><b>Air Quality</b></p> <p>There are no designated Air Quality Management Areas in Nazeing. The greatest concentration of Nitrous Oxide is found Nazeing Road approaching the crossroads from the west, and North Street and St. Leonard’s Road.</p> <p><b>Energy Consumption</b></p> <p>The EFDC Carbon Reduction and Renewables Study (2013) identifies MSOAs around Nazeing as having one of the highest consumptions of non-domestic gas, domestic and non-domestic electricity in the District. The glasshouses in the vicinity of the settlement are the most likely source of non-domestic consumption.</p>
<p>Community</p>	<p>Principal concern was the impact of development on NAZ-1, NAZ-A and</p>

<p>choices responses and stakeholder engagement</p>	<p>NAZ- B on the Nazeing and Roydon conservation area and wildlife corridor, as well as the landscape and bio diversity more generally. It was also suggested that the potential sites could be within a flood risk zone.</p> <p>There should be a policy within Lea Valley Regional Park (LVRP) on how the park is developed in Nazeing and an agreement should be made on allowable developments next to or within park i.e. glasshouses.</p> <p>A proactive green policy should be employed on what can be done to create green areas, trees etc.</p> <p>Any agricultural development needs to be proactively and sympathetically managed (concern over dumping of green waste) and Sustainable Drainage Systems (SuDS) are important.</p> <p>Leisure and wildlife are very important.</p>
<p><b>LANDSCAPE</b></p>	
<p>Overview</p>	<p>The SELSS (2010) describes Nazeing as follows:</p> <p><i>“The southern half of the village is surrounded by Nazeing Green Farmland Plateau Landscape Character Area, whilst Roydon Hamlet Farmland Plateau Landscape Character Area provides the northern landscape setting to the village.</i></p> <p><i>The northern landscape setting encompasses a large expanse of glasshouses which are associated with nurseries at the northern edge of the village. To the east, a patchwork of medium sized arable fields, with mature hedgerows at field boundaries and occasional field trees, provides the setting to the village. Within this area, the landscape slopes downwards along the northern edge of the village and then slopes upwards again to the north, towards Clay Hill.</i></p> <p><i>At the south-eastern edge of the village, the landscape setting comprises an undulating patchwork of small to medium-sized, predominantly arable fields that are delineated by mature hedgerows. To the southwest, the slopes of Clayton Hill are covered by arable fields which are lined with mature hedgerows at field boundaries. Landscape at the western edge of the village encompasses nurseries and fields along Nursery Road; and further to the west waterbodies within the Lea Valley corridor”.</i></p> <p>The settlement falls within a farmland plateau landscape type, this landscape also surrounds the settlement to the east, north and south. To the west of Nazeing is a river valley floodplain landscape type.</p> <p>Overall, the sensitivity of the landscape around the Nazeing settlement edges are deemed to be moderate to low. (Source: <i>Landscape Character Assessment, 2010</i>).</p>
<p>Community choices responses and stakeholder</p>	<p>No specific comments related to Nazeing’s landscape were raised.</p>

engagement	
<b>GREEN BELT</b>	
Overview	<p>Nazeing is completely encircled by the Green Belt. (<i>Source: Epping Forest District Council Green Belt Review Stage 1, 2015</i>). The Green Belt boundary closely aligns with the settlement. Some farms and cottages are within the Green Belt, as are many glasshouses and packhouses to the north.</p> <p>Three parcels of Green Belt in the vicinity of the settlement were analysed as part of the Stage 1 Green Belt Review (2015):</p> <ul style="list-style-type: none"> <li>● Parcel DSR 061 – (Lee Valley Park)</li> <li>● Parcel DSR 062 – (Nazeing Mead)</li> <li>● Parcel DSR 066 – (North of Nazeing, South West of Harlow)</li> <li>● Parcel DSR 067 – (East of Lower Nazeing)</li> </ul> <p>In all cases, the parcels score more strongly for NPPF Green Belt purposes one and three (to check the unrestricted sprawl of large built-up areas, and to assist in safeguarding the countryside from encroachment) than they do for purposes two and four (to prevent neighbouring towns merging into one another, and to preserve the setting and special character of historic towns). However, parcel DSR-062 scores less well than the other parcels on purpose two, meaning that it scores less well overall. In all cases, the parcels score zero for purpose four.</p> <p>A number of sub-parcels have been taken forward to Stage 2 of the Green Belt review. Eight of these directly abut the current settlement. The resultant harm to the Green Belt purposes if each parcel were released is deemed to be as follows:</p> <ul style="list-style-type: none"> <li>● Parcel 061.1 – Moderate</li> <li>● Parcel 061.2 – Very High</li> <li>● Parcel 066.3 – Moderate</li> <li>● Parcel 066.4 – Very High</li> <li>● Parcel 066.5 – Moderate</li> <li>● Parcel 067.3 – High</li> <li>● Parcel 067.4 – Very High</li> <li>● Parcel 067.5 – Very High</li> </ul> <p>(<i>Source: Stage 2 Green Belt Review, 2016</i>)</p>
Community choices responses and stakeholder engagement	<p>Of the respondents that disagreed with the Community Choices Consultation growth options proposals, one of the main concerns was the need to protecting the Green Belt and the designated conservation area throughout the area.</p> <p>In particular, there is a need to retain buffer zone/Green Belt gap with Harlow.</p>
<b>HERITAGE &amp; TOWNSCAPE</b>	
Overview	<p>Lower Nazeing is designated as a Historic Environment Character Area (HECA) 3 – The Roydon and Nazeing Area</p>

	<p>Within HECA 3, there are four character zones (HECZ) related to Nazeing as follows:</p> <ul style="list-style-type: none"> <li>• HECZ 3.3: Roydon Hamlet and Nazeing - This zone includes Roydon Hamlet and Nazeing, and is primarily characterised by agriculture and the market gardening industry. Greens formed focal points in the historically dispersed and polyfocal settlement pattern, major medieval boundaries survive well.</li> <li>• HECZ 3.4: Lower Nazeing - This zone comprises the modern built-up area of Lower Nazeing; the historically dispersed settlement pattern has been transformed into a nucleated settlement.</li> <li>• HECZ 3.5: Southern Nazeing - This zone comprises scattered farms, small fields and the settlement of Long Green. The overall structure of the historic field system and dispersed settlement pattern survive well.</li> <li>• HECZ 3.6: Nazeingwood Common and Epping Green - Includes the settlements of Broadley Common, Jack’s Hatch, and Epping Green. The historically dispersed settlement pattern and overall structure of the historic field pattern survive well.</li> </ul> <p>In particular, the Lower Nazeing Characterisation Zone (HECZ 3.4) comprises the modern built built-up area of Lower Nazeing. This zone contains a few listed buildings, the oldest being Nazeingbury. This was originally moated and the present house is suggested to have originated in the 16<sup>th</sup> century. The zone overall is categorised as having low sensitivity to change. (<i>Source: Historic Environment Characterisation Study, 2016</i>).</p> <p><b>Conservation Areas</b></p> <p>The Nazeing &amp; South Roydon Conservation Area begins just to the east of the settlement, running northwards towards Roydon. The Heritage Asset Review (2012) outlines that the Nazeing &amp; South Roydon conservation area is deemed to be ‘at risk’, and should be prioritised for an appraisal and management plan; and that the Conversation Area should split into two separate conservation areas.</p> <p>(<i>Source: Heritage Asset Review, 2012</i>).</p> <p><b>Listed Buildings</b></p> <p>There are 21 listed buildings within the settlement and its immediate environs. Additionally, there are 12 locally listed buildings in the Nazeing parish, four of which are within the settlement and immediate environs, with the remainder in the nearby old village and Bumble’s Green. (<i>Sources: Heritage England, 2016 and EFDC, 2016</i>).</p> <p>The Heritage Asset Review (2012) outlines that the Crooked Billet Public House, Middle Street, Nazeing should be delisted and the Old School House should be locally listed.</p>
<p>Community choices responses and stakeholder engagement</p>	<p>Some respondents who disagreed with the Community Choices Consultation growth options suggested that development would impact upon Nazeing’s heritage and identity.</p>

<b>COMMUNITY FACILITIES</b>	
<b>Overview</b>	<p><b>Education</b></p> <p>In terms of primary education, there is one primary school within Nazeing - Nazeing Primary School, located in the southern part of the village. The current capacity within Nazeing Primary School is approximately 300 places (<i>Commissioning School Places in Essex 2015-2020</i>), and this forecast to remain the same by 2020. The number of pupils on roll however is predicted to fall, meaning that there is expected to be an increase in the surplus of primary school places from 51 in 2014/15 to 71 in 2019/20.</p> <p>However, the governing body reported that it currently only has a surplus of 9 spaces, and feels that any large growth in the population of the town would require significant expansion of the school (<i>Officer Settlement Assessment</i>).</p> <p>There is no secondary school in Nazeing; pupils have to travel outside the town to attend, in Broxbourne, Hoddesdon, Waltham Abbey, Waltham Cross, Harlow or Epping.</p> <p>There are no higher education facilities in Lower Nazeing. (<i>Source: Commissioning School Places in Essex 2015-2020</i>).</p> <p><b>Health</b></p> <p>The nearest hospitals with an A&amp;E Department are Princess Alexandra in Harlow (about 4 miles away) or Chase Farm in Enfield (about 7 miles away, although this is planned for downgrading). There is also a minor injuries unit at Cheshunt Community Hospital in Waltham Cross.</p> <p>There is one GP surgery in Lower Nazeing; Nazeing Valley Health Centre, which according to NHS Choices has approx. 3,441 patients.</p> <p>There are no dentists within Nazeing, the nearest dental services are located in Harlow. (<i>Source: NHS Choices, 2016</i>).</p> <p><b>Open Space</b></p> <p>There are five ‘managed open spaces’ within Nazeing, of ‘average’ to ‘good’ quality:</p> <ul style="list-style-type: none"> <li>• Land to the north of Nazeing Road - Good</li> <li>• Nazeing Land to the south east of Nazeing Road and St Leonards Road - Good</li> <li>• Nazeing Land surrounded by Pound Close - Average</li> <li>• Nazeing Land to the west of Hoe Lane Recreation Ground - Average</li> <li>• Nazeing Land surrounded by Old Nazeing Road – Good</li> </ul> <p>(<i>Source: Open Space, Sport and Recreation Assessment, 2012</i>).</p> <p><b>Recreation Facilities</b></p> <p>The 2009 audit for Informal Recreational Spaces contains two sites within Nazeing:</p> <ul style="list-style-type: none"> <li>• Hoe Lane Recreation Ground – Average</li> <li>• Lower Nazeing Recreation Ground - Average</li> </ul>

	<p>(Source: <i>Open Space, Sport and Recreation Assessment, 2012</i>).</p> <p>The 2009 audit for Children’s Playgrounds contains four sites within Nazeing, three of which are of ‘average’ quality and one of ‘poor’ quality.</p> <p>However, the play spaces at Hoe Lane and Elizabeth Close in Nazeing have been regenerated using funding secured via the Big Lottery Children’s Play programme. (Source: <i>Open Space, Sport and Recreation Assessment, 2012</i>).</p> <p>The 2009 audit for Allotments outlines one site within Nazeing, which of ‘average’ quality (<i>Open Space, Sport and Recreation Assessment, 2012</i>).</p>
Community choices responses and stakeholder engagement	<p>Responses from Nazeing suggested a village hall/community centre as a key requirement. Some responses suggested a need for more facilities for children across the District, including young adults and teenagers in Nazeing.</p> <p>Primary schools are full, and any major housing growth must be preceded by an increase in capacity. Secondary education and health will remain external to villages and across District/ county boundaries. However, the findings of the Commissioning School Places in Essex 2015-2020 report suggest that Nazeing Primary School has a surplus of places.</p> <p>Respondents indicated that additional parking is required around the shops, as well as the provision of a community area and sports field, or the expansion of existing recreational areas/ football.</p>

## C3.7 Thornwood

<b>1. VISION AND OVERVIEW</b>			
<b>VISION</b>			
<p><b>Proposed Vision</b></p> <p>Thornwood will become more self-sustaining with improved provision of services, transport infrastructure and amenities to cater for the existing and future community. Future development should, where possible, be focused within the centre of the village and should seek to re-use currently vacant and derelict employment sites.</p>			
<b>OVERVIEW OF SETTLEMENT</b>			
<p>Thornwood is categorised as a Small Village in the Settlement Hierarchy Technical Paper (2015). It is located to the north east of Epping, just to the west of the M11 motorway.</p> <p>The village has a limited number of services and facilities, including a village hall, a farm shop, a recreation ground, a bus service and some allotments. These are scattered around the settlement and there is no primary retail area. Other services towards the edge of the settlement include a garden centre and a petrol filling station with a small convenience store.</p> <p>Weald Hall Industrial Estate is located within the settlement which provides significant existing and potential future employment land. There are few community facilities in the area and residents rely on nearby larger settlements for education and health care provision.</p> <p>Thornwood is surrounded by Green Belt, and to the east of the village, there is a moated site which is designated as a Scheduled Ancient Monument.</p>			
<b>KEY ISSUES</b>			
<ul style="list-style-type: none"> <li>• Vacant and derelict properties along the High Road provide opportunities for retail provision, alongside public realm improvements</li> <li>• The area has no defined centre, with activities distributed across the settlement. The fast High Road, lack of convenience retail and generally poor pedestrian infrastructure make the settlement feel like a through-road.</li> <li>• The area is heavily dependent upon other settlements for services, and there has been a decline in services in the settlement.</li> <li>• The High Road is a through-road and link to the M11. Despite speed limits, vehicles often drive fast through the settlement which is unsafe to residents.</li> </ul>			
<b>POPULATION</b>			
Ward name	Population at 2011 Census	Area of ward (hectares)	Population density (people per hectare)
Epping Lindsey and Thornwood Common	6,238	795.8	7.8
Total	6,238	795.8	
Number of LSOAs	None.		

in ward in 10% most deprived nationally	
Demographic profile	<p>Approximately 22% of the population of the Epping Lindsey and Thornwood Common ward are aged 18 or under, which is in line with the average for the District, but below the national average of 24%. This compares to a population who are aged 65 and over of 21%, which is above the average for the District (18%), and above the national average of 16%.</p> <p>With regard to employment, almost 79% of the residents aged 16-74 are economically active. This is in line with the District average (79%) and higher than the average for England and Wales (77%). (Source: Census 2011, ONS).</p>
<p><b>2. SUITABILITY OF THE SETTLEMENT FOR GROWTH AND THE FUTURE OF THE TOWN CENTRE</b></p>	
<p><b>OPPORTUNITIES</b></p>	
<ul style="list-style-type: none"> <li>● Opportunities for improvement to the pedestrian environment to make the area more conducive to walking. This, in conjunction with convenience retail and service provision may give the area a more ‘village centre’ feel.</li> <li>● Some good infrastructure already in place, most notably, the village hall, Upper Clapton Rugby Club and allotments which are key assets.</li> </ul>	
<p><b>WEAKNESSES</b></p>	
<ul style="list-style-type: none"> <li>● Thornwood is constrained by the lack of social infrastructure within the settlement, with no existing GP or dental surgeries and no schools. The settlement is heavily reliant on Epping as a centre for services.</li> <li>● The village has limited retail provision which include a garden centre, a farm shop and a petrol filling station with a small store. There has been a decline in services in the area.</li> <li>● The area is not particularly pedestrian friendly, with a fast through road and lack of crossings/pavements, this means that access to the limited services that do exist is reliant on car transport rather than more sustainable means.</li> <li>● Significant flood risk issues exist throughout the settlement comprising areas of Flood Zone 2 and 3.</li> <li>● The centre of the village is dominated by a former coach repairs site which is in a dilapidated/neglected state which greatly undermines the existing streetscape of the village.</li> <li>● There is no defined centre and as such the settlement lacks the town centre feel, given the sparse location of retail services.</li> </ul>	
<p><b>STRENGTHS</b></p>	
<ul style="list-style-type: none"> <li>● Modest rural village with an established residential core of housing that is characterised by predominately family housing as well as housing for elderly inhabitants.</li> <li>● Thornwood is characterised by a strong, historic landscape setting, which greatly adds to its rural character.</li> <li>● Strong environmental assets bound the settlement to the south and southwest, which comprise Wintry Wood and Thornwood Local Nature Reserve.</li> </ul>	

- Good bus service in operation with frequent services to external transport hubs such as Harlow and Epping.
- Well connected by road, with the M11 and A414 (the main Chelmsford to Harlow route) to the north and east of the settlement.

**THREATS**

- Nearby GP surgeries located in nearby Epping are oversubscribed, this has implications for Thornwood, whose residents rely on these services.
- Increased road traffic may increase nitrogen dioxide for existing roadside residential receptors.
- There is a perception that the rural character of the area may be negatively affected.

<b>3. TOPIC SPECIFIC INFORMATION</b>	
<b>HOUSING</b>	
<b>Overview</b>	<p>The Community Choices Consultation (2013) explored a number of broad locations for growth, with the SLAA providing further details of Officer identified and independently promoted sites within the District which may be suitable for residential development.</p> <p>Two potential opportunity areas and three potential growth areas were identified in the Community Choices Consultation:</p> <ul style="list-style-type: none"> <li>• THO-1 – Opportunity area identified within the core of the settlement, currently an industrial site.</li> <li>• THO-2 - Opportunity area identified to the south of the settlement, currently an industrial site.</li> <li>• THO-A – Growth area identified to the north of the settlement.</li> <li>• THO-B - Growth area identified to the east of the settlement.</li> <li>• THO-C - Growth area identified to the north-west of the settlement</li> </ul> <p>This work has informed the site selection process which is looking in more detail at the most appropriate locations and sites for development.</p> <p>The Stage 1 Viability Assessment (2015) found that there are a wide range of residential values across Chipping Ongar and variation appears at a street by street level. Overall, residential values appear to be low compared to the rest of the District, with the average cost per sqm of house between £3,750 and £4,250. (Source: Stage 1 Viability Assessment, 2015).</p>
<b>Community choices responses and stakeholder engagement</b>	<p>Support for change and development in the opportunity areas was high among respondents to the Community Choices Consultation. THO-1 and THO-2 attracted a substantial level of support (92% and 85% respectively). It was generally felt that re-development of these industrial sites for residential purposes would enhance the character of the village, while provision of a new shop would benefit new and existing residents alike.</p> <p>On the other hand, the potential growth areas (THO-A, THO-B and THO-C) all received a substantially higher level of objection than support. There was a particular concern that developing Green Belt areas was inappropriate, particularly as all three were in agricultural use. In addition, many respondents felt that potential developments of that nature would be too large for a small village like Thornwood, which only has limited services, facilities and other infrastructure. Concerns were also raised around areas such as flood risk and landscape value.</p> <p>Some respondents did suggest that a smaller scale of development would be acceptable in potential growth areas, with THO-1 being regarded most favourably.</p> <p>There has been an increase in ribbon development recently, which should be avoided. Any new development in Thornwood should focus in the central area.</p>

<b>ECONOMIC DEVELOPMENT</b>	
Overview	<p>The Local Plan 1998 Maps Updated by Alterations 2006 allocated Weald Hall Lane Industrial Estate (EMP-0014).</p> <p>This and two additional sites of relevance to the settlement are identified in the Employment Land Review (2010): site nos. 3, 92 and 93.</p> <ul style="list-style-type: none"> <li>• Site no.3 in the centre of the settlement on Weald Hall Lane (the existing Jonen site). This site is not discussed further in the ELR.</li> <li>• Site 92, Weald Hall Industrial Estate, located within the settlement on Weald Hall Lane (former Popplewell's site) is identified as a site with potential scope for change. 1.4 ha of the site is identified as being vacant, and 0.1ha of this is identified as having the opportunity for more SME style units in the short term.</li> <li>• Site no. 93, the existing Woodside Industrial Estate located outside the defined settlement boundary to the south east of Thornwood, is not discussed in the ELR.</li> </ul>
Community choices responses and stakeholder engagement	<p>Both opportunity areas identified by Community Choices were supported by a majority of respondents. Both sites have been used for industrial purposes and it was noted by a number of consultees that redevelopment would enhance the character of the village. In addition, there was substantial support for the provision of a village shop which it was felt would benefit the local community.</p> <p>It was acknowledged that there is a need to consider changing non-residential sites, including village centre business sites – e.g. Jonen, Popplewells and the concrete pumps site.</p>
<b>TOWN CENTRE</b>	
Overview	<p>Thornwood is categorised as a Small Village within the Settlement Hierarchy Technical Paper (2015).</p> <p>The settlement has no obvious centre, given the very sparse retail uses and lack of pedestrian infrastructure. Both the A1 convenience store attached to the petrol garage and the garden centre are located outside of the main core of residential dwellings and employment sites, with only one retail unit (Kitchen shop) located in this area.</p> <p>There is also a vacant unit in the core of the settlement, a former restaurant and pub, The Carpenters Arms (A3/A4 use class). A planning notice at the site indicates that there is a planning permission granted for the demolition of the existing building, and the construction of 12 homes. Planning permission was granted in 2014, but no development has taken place to date.</p> <p><i>(Source: Site Visit, July 2016 and Draft Settlement Hierarchy Technical Paper, 2015)</i></p>
Community choices responses and stakeholder	<p>There was substantial support for the provision of a village shop which many respondents felt would benefit the local community.</p> <p>It was suggested that there has been a noticeable decline in services in the area. Pubs and restaurants in the settlement have all closed. The spice garden</p>

engagement	is likely to become housing development.
<b>TRANSPORT</b>	
Overview	<p><b>Public Transport</b></p> <p>The settlement is not served by a rail station, with Epping providing the nearest rail transport links.</p> <p>Given the small size of the settlement, the area is well served by the bus network however, with 119 departures/arrivals daily on weekdays, connecting the settlement with Harlow, Epping, Ongar, Brentwood, Loughton and Romford. Regular routes that serve the settlement are: 418, 420 and 575. Limited/Sunday Routes: 501, 541. Bus frequency is dependent on the service, however at peak times there are up to seven buses an hour. (<i>Source: Draft Settlement Hierarchy Technical Paper, September 2015</i>).</p> <p><b>Road</b></p> <p>The settlement is located close to the M11 motorway, providing quick access to London, Stansted airport and the north/East Anglia. The primary route through the settlement is the B139, which has a speed limit of 40mph and is conducive to fast flowing traffic.</p> <p><b>Walking and cycling</b></p> <p>The primary road through the settlement, the B139, is not conducive to walking, given the lack of pedestrian crossings and fast flowing traffic. In addition, there is also a section of road leading off the B139 towards the village hall which does not have a pavement for pedestrians, making walking around the area more difficult.</p> <p><b>Car parking</b></p> <p>There is car parking within the settlement at the village hall and there is parking available on the employment sites within the settlement, but this is restricted to employees and patrons of the various businesses.</p>
Community choices responses and stakeholder engagement	Existing traffic flow through the High Road is quite busy, with concerns of the capacity of existing infrastructure to absorb any additional development of the scale suggested by some of the areas. There is a recognition of good transport links to the M11, although increased traffic congestion, coupled with no rail or Tube line in the locality, were also found to be reasons for objections against future development of growth areas in particular.
<b>ENVIRONMENT</b>	
Overview	<p><b>Environmental designations</b></p> <p>Environmental designations in around the settlement include:</p> <ul style="list-style-type: none"> <li>• Thornwood Local Nature Reserve – located to the south and west of Carpenters Lane.</li> <li>• To the south of the settlement, the Lower Forest is a designated SSSI and is also Ancient Woodland.</li> </ul>

	<p>(Source: SELSS, 2012).</p> <p><b>Flood Risk</b></p> <p>Much of the core of the settlement is located within flood zone 2 or flood zone 3 as a result of Cobbins Brook and a tributary of Cripsey Brook.</p> <p>A flood alleviation scheme was completed in the last 10 years, and Environment Agency mapping indicates two areas to the south and west of the settlement which have flood defences. (Source: Environment Agency, 2016).</p> <p><b>Air Quality</b></p> <p>Increased road traffic relating to any potential development may increase nitrogen dioxide for existing roadside residential receptors.</p>
Community choices responses and stakeholder engagement	Concerns were raised in terms of flood risk on site, particularly in relation to possible growth area THO-B.
<b>LANDSCAPE</b>	
Overview	<p>The SELSS (2010) describes the Thornwood fringe area in the following way:</p> <p><i>The settlement is predominantly situated within Epping Green Farmland Plateau Landscape Character Area (C9), with the southern edge of the village within North Weald Bassett Ridges and Valleys Landscape Character Area (F5).</i></p> <p><i>The western landscape setting of Thornwood encompasses a patchwork of small, medium and large-scale fields that are lined with hedgerows. To the north of the settlement, mature field trees are also a feature. Similarly, medium to large-scale arable fields line the eastern edge of the settlement. To the east, however, the corridor of the M11 motorway introduces a source of noise and movement.</i></p> <p><i>At the southern edge of the village, dense, mature woodland within the Lower Forest provides a strong sense of enclosure and also provides physical and visual separation from the settlements of Coopersale and Epping to the south.</i></p> <p>The overall sensitivity of the landscape is deemed to be moderate to high.</p>
Community choices responses and stakeholder engagement	A number of respondents indicated that possible growth area THO-C was of particular landscape value and should not be developed. In addition, potential impact on the adjacent nature reserve was raised as an issue.
<b>GREEN BELT</b>	
Overview	Thornwood is completely encircled by the Green Belt (Source: Epping Forest District Council Green Belt Review Stage 1, 2015). Three parcels of Green Belt in the vicinity of the settlement was analysed as part of the Stage 1 Green

	<p>Belt Review (2015):</p> <ul style="list-style-type: none"> <li>● Parcel DSR 049 – (North East of Epping)</li> <li>● Parcel DSR 050 – (North, East and South of Thornwood)</li> <li>● Parcel DSR 070 – (North West of Epping)</li> </ul> <p>The parcel scores more strongly on NPPF purposes one and three, and scores zero for purposes two and four, meaning that overall, it scores moderately in comparison to other parcels in the review.</p> <p>Parcels DSR 049, DSR 050 and DSR 070 were taken forward to Stage 2 of the Green Belt review, and split into a number of sub-parcels. Four of these directly abut the current settlement. The resultant harm to the Green Belt purposes if each parcel were released is deemed to be as follows:</p> <ul style="list-style-type: none"> <li>● Parcel 049.2 – Low</li> <li>● Parcel 050.2 – High</li> <li>● Parcel 050.3 – Moderate</li> <li>● Parcel 070.5 – Low</li> </ul> <p><i>(Source: Stage 2 Green Belt Review, 2016)</i></p>
<p>Community choices responses and stakeholder engagement</p>	<p>There was general concern regarding the principle of developing Green Belt around the settlement.</p> <p>Respondents highlighted the need to avoid merging Epping and Thornwood.</p>
<p><b>HERITAGE &amp; TOWNSCAPE</b></p>	
<p>Overview</p>	<p>The settlement falls within the following Historic Environment Character Zone (HECZ) 18.3 – Thornwood and Hastingwood.</p> <p>This area covers the former Thornwood and Hastingwood Commons and the largely modern settlements of Hastingwood and Thornwood. The historic settlement pattern was dispersed, largely comprising a scatter of settlement along the commons’ edge and a few isolated farms. There is cropmark evidence for the area, largely comprising former field-boundaries, but also including the Scheduled moated site at Marshalls. The medieval settlement pattern was largely strung out around the edge of the former commons, with individual farms and cottages scattered over the remainder of the area. There are a number of moated sites; these are thought to have their origins in the 12th and 13th centuries.</p> <p>The zone is deemed to have a medium sensitivity to change. <i>(Source: Historic Environment Characterisation Study, 2016)</i></p> <p><b>Conservation Areas</b></p> <p>There are no Conservation Areas in Thornwood.</p> <p><b>Scheduled Monument</b></p> <p>To the east of the village, there is a moated site which is designated as a Scheduled Monument <i>(Source: Draft Historic Characterisation Study, 2016)</i></p>

	<p><b>Listed Buildings</b></p> <p>There are four listed buildings within the settlement, and a further four locally listed buildings. (<i>Sources: Historic England, 2016 and EFDC, 2016</i>).</p>
<p>Community choices responses and stakeholder engagement</p>	<p>Some respondents stated that development of potential growth area THO-B in particular would have a significantly negative impact on the Scheduled Monument in the settlement.</p>
<p><b>COMMUNITY FACILITIES</b></p>	
<p>Overview</p>	<p><b>Education</b></p> <p>There are no primary or secondary education facilities within the settlement. The settlement has traditionally relied on educational provision in Epping which has four primary schools.</p> <p><b>Health</b></p> <p>There are no health facilities within the settlement. Epping is the nearest source for GP services and the nearest hospital; however, the Princess Alexandra Hospital in Harlow is the nearest A &amp; E department.</p> <p><b>Open Space</b></p> <p>There are no ‘managed open spaces’ identified within Thornwood. (<i>Source: Open Space, Sport and Recreation Assessment, 2012</i>)</p> <p><b>Recreation Facilities</b></p> <p>The PPG17 audit for Informal Recreational Spaces contains one site within Thornwood – Thornwood Common Recreation Ground, which is classified as ‘good’.</p> <p>The PPG17 audit for Children’s Playgrounds contains one site within Thornwood – Thornwood Recreation Ground, which is deemed to be of ‘good’ quality.</p> <p>The PPG17 audit for Allotments contains one sites within Thornwood – Thornwood Common Allotment, which is deemed to be of ‘good’ quality. (<i>Source: Open Space, Sport and Recreation Assessment, 2012</i>)</p> <p>Thornwood also has a Village Hall.</p>
<p>Community choices responses and stakeholder engagement</p>	<p>There is a concern that there is a lack of services and facilities to support development in and around the settlement. A separate comment was that, aside from the village hall, Thornwood has no community facilities at all.</p>

## C3.8 Sewardstone

<b>1. VISION AND OVERVIEW</b>
<b>VISION</b>
<p><b>Proposed Vision</b></p> <p>Sewardstone will continue to be a well-functioning Hamlet within the District. Future development will protect the existing character of the Hamlet and avoid further ribbon development along Sewardstone Road. The nurseries and horticultural industry and tourism-related opportunities will be supported.</p>
<b>OVERVIEW OF SETTLEMENT</b>
<p>Sewardstone is designated as a Hamlet in the Settlement Hierarchy Technical Paper (2015) and is situated within the south-western corner of Epping Forest District, to the south of Waltham Abbey. There is some limited local bus provision (average of 19 departures a day) but no other public transport connectivity.</p> <p>The settlement sits within the Green Belt, and there is a Scheduled Monument at High Beach to the east (the site of a heavy anti-aircraft gun at Lippett Hill).</p> <p>The settlement is linear stretching along Sewardstone Road, between the southern edge of Waltham Abbey and the northern edge of Chingford. The village contains a Premier Inn, which serves Waltham Abbey, but is otherwise served by small, independent businesses.</p> <p>There is no discernable centre, and there are few services within the settlement itself. Residents of this area have to travel to meet the majority of their daily requirements for education, health, retail and community facilities.</p> <p>A significant amount of the land in Sewardstone is in use for commercial nurseries.</p>
<b>KEY ISSUES</b>
<p>There is no discernable centre, and development has been linear along the Sewardstone Road to date. There are few services within the settlement itself, with residents relying typically on Waltham Abbey and Chingford.</p> <ul style="list-style-type: none"> <li>● While the main centre is not subject to flood risk, large areas to the east of the settlement are within Flood Zone 2.</li> <li>● The separation between Chingford and Sewardstone is of vital importance.</li> <li>● Sewardstone is subject to traffic congestion throughout the day, acting as the main route from Harlow to Loughton. Parking in the settlement is also limited.</li> <li>● Historically development has been linear along the Sewardstone Road which has not supported the creation of a settlement centre and associated services.</li> <li>● There are opportunities to support the District's tourism offer given the cluster of hotels, conference centre, campsite within the settlement and proximity to the historic centre of Waltham Abbey and the Lee Valley Regional Park.</li> </ul>

<b>POPULATION</b>			
Ward name	Population at 2011 Census	Area of ward (hectares)	Population density (people per hectare)
Waltham Abbey High Beach*  Sewardstone is estimated to form less than half of the ward according to Settlement Hierarchy Technical Paper (2015).	1,118	1,121	1
Total	1,118	1,121	1
Number of LSOAs in ward in 10% most deprived nationally	None.  Sewardstone falls within LSOA Epping Forest 009A which is amongst the 30% most deprived neighbourhoods in the country. Use: <a href="http://dclgapps.communities.gov.uk/imd/idmap.html">http://dclgapps.communities.gov.uk/imd/idmap.html</a>		
Demographic Profile	<p>Approximately 19% of the population of Sewardstone are aged 18 or under, which is below the average for the District (22%) and the national average of 24%. This compares to a population who are aged 65 and over of over 26%, again far above the average for the District of 18%, and the national average of 16%. This demonstrates a large ageing population.</p> <p>With regard to employment, almost 71% of the residents aged 16-74 are economically active. This is lower than both the District average (79%) and the average for England (77%). (Source: Census 2011, ONS).</p>		
<b>2. SUITABILITY OF THE SETTLEMENT FOR GROWTH AND THE FUTURE OF THE TOWN CENTRE</b>			
<b>OPPORTUNITIES</b>			
<ul style="list-style-type: none"> <li>Sewardstone is a centre for nurseries, garden centres and the horticultural industry in Epping Forest District.</li> <li>There are opportunities to explore and expand the tourism offer of Sewardstone, building on the existing Premier Inn, Conference Centre and Lea Valley Campsite, as well as proximity to historic centre of Waltham Abbey and the Lea Valley Regional Park, and Epping Forest.</li> <li>Close proximity to the historic town of Waltham Abbey provides further opportunities for tourism.</li> </ul>			
<b>WEAKNESSES</b>			
<ul style="list-style-type: none"> <li>There are few services within the settlement itself, with residents relying typically on</li> </ul>			

Waltham Abbey.

- The ‘through-road’ nature of Sewardstone leads to congestion at peak times. Parking is also limited in the settlement.
- Public transport to the settlement is limited, with limited bus connectivity (19 departures a day).
- The pedestrian and cycling environment through Sewardstone is poor, with no continuous pavements and inadequate street lighting
- There is no discernable centre, with a lack of basic convenience retail. Development has been linear along the Sewardstone Road to date.

### **STRENGTHS**

- Sewardstone proximity to Waltham Abbey and Chigwell allows residents access to a range of services and amenities outside the settlement boundary.
- Despite the small size of Sewardstone, there is a strong and relatively diverse economy, with the horticultural industry, coupled with a recreational economy centred around the hotel, activity centre and proximity to Lea Valley Regional Park and Epping Forest.
- Sewardstone lies within two landscape character areas. Lippett and Daws Hills Landscape Character Area (F4), abutting the north-eastern and south-eastern edges.

### **THREATS**

- While the main centre is not subject to flood risk, large areas to the east of the settlement are within Flood Zone 2 (Source: Environment Agency mapping, accessed June 2016).
- The Northern Gateway Access Road (NGAR) may negatively impact upon transport patterns and congestion through the settlement.

<b>3. TOPIC SPECIFIC INFORMATION</b>	
<b>HOUSING</b>	
Overview	<p>Sewardstone is categorised as a Hamlet in the Settlement Hierarchy Technical Paper (2015). The settlement is largely residential in nature and is characterised by linear development along Sewardstone Road, between the southern edge of Waltham Abbey and the northern edge of Chingford.</p> <p>The Community Choices Consultation explored a number of broad locations for growth, however no particular options for growth were identified in Sewardstone. The SLAA provided further details of Officer identified and independently promoted sites within the District which may be suitable for residential development. This included a number of potential sites in an around Sewardstone. This work has informed the site selection process which is looking in more detail at the most appropriate locations and sites for development.</p> <p>The settlement has already been subject to some expansion. In 2015 permission was granted for the conversion of Netherhouse Farm to provide 16 new residential dwellings, 8 of which to be affordable units. (Source: planning application reference EPF/237/14).</p> <p>The Settlement Capacity Study (2016), Town Centre Study (2010) and Stage 1 Viability Assessment (2015) do not make reference to Sewardstone.</p>
Community choices responses and stakeholder engagement	<p>There is a preference for development in Sewardstone not to continue the current ‘ribbon development’ approach which has occurred along the Sewardstone Road. Development along the Sewardstone Road should be kept to a minimum.</p>
<b>ECONOMIC DEVELOPMENT</b>	
Overview	<p>A significant amount of the land in Sewardstone is in use for commercial nurseries (horticultural purposes considered as agricultural use for the purposes of this assessment). There is also an amount of arable farmland to the west of A112. (Source: SELSS, 2011).</p> <p>The 2003 Glasshouse Industry Report noted a rise in the number of glasshouses appearing in and around Sewardstone. It reported approximately six applications for additional glasshouses and or improvements of existing facilities.</p> <p>A number of areas within and around Sewardstone are designated for glasshouses under Policy E13 of the District Local Plan (1998) and Alterations (2006).</p> <p>The Glasshouse Industry Report 2012 suggests there are opportunities to further growth the industry in Sewardstone. It identifies two zones for potential additional sites. It finds an area of 0.54 ha of additional land for glasshouses at Avey Lane, and an addition 4.62 ha of land along the Sewardstone Road further north in the settlement. (Source: <i>The Lea Valley Glasshouse Industry: Planning for the Future, 2012</i>)</p> <p>Sewardstone also includes a number of tourist and recreational uses which</p>

	<p>help to provide a diverse economy in the settlement. The Lee Valley Campsite, angling lakes within the Lee Valley and Gilwell Park conference centre and scout activity centre, alongside the Premier Inn provide a wide range of tourism and recreation uses for the settlement. (<i>Source: Site Visits, July 2016</i>).</p> <p>The Council will be undertaking further work to enable specific employment allocations to be identified within the Local Plan, and to further consider opportunities to intensify and extend existing sites where appropriate.</p>
<p>Community choices responses and stakeholder engagement</p>	<p>No particular comments were raised in relation to economic development in Sewardstone.</p>
<p><b>TOWN CENTRE</b></p>	
<p>Overview</p>	<p>The settlement was not assessed as part of the Town Centre Study (2010) or the Town Centre Survey (2015), however site visits in July 2016 suggested a number of non-residential uses scattered throughout the settlement. There is no defined centre within Sewardstone, and the retail offer in the settlement is small. Non-residential units include:</p> <ul style="list-style-type: none"> <li>● A Texaco Petrol Garage at the southern edge of the settlement</li> <li>● Netherhouse Farm Café and Farm Shop</li> <li>● Baker’s Arm Pub</li> <li>● A Stove and Chimney Shop</li> <li>● A tyre and car parts shop</li> <li>● A premier Inn</li> <li>● A range of nurseries selling plants and flowers (see above)</li> </ul> <p>The anchor tenant within the settlement is Premier Inn, which sits at the southern edge of the settlement. Site visits in July 2016 showed no vacancies in the settlement, and strong use of all non-residential units.</p>
<p>Community choices responses and stakeholder engagement</p>	<p>The Community Choices Consultation Document made no specific proposals for development at Sewardstone. A number of respondents suggested that there were opportunities for development in and around the settlement, particularly given its proximity to Chingford and London. Suggestions included:</p> <ul style="list-style-type: none"> <li>● Northfields Nursery on the western side of Sewardstone Road;</li> <li>● a site on Avey Lane for housing;</li> <li>● a site between Avey Lane and Mott Street for glasshouses; and</li> <li>● land on the west side of Sewardstone Road from Mott Street to the Waltham Forest boundary (the respondent noted there is already ribbon development, and there could be low density residential development).</li> </ul> <p>A preference was stated for the discontinuation of ribbon development along Sewardstone Road.</p>

<b>TRANSPORT</b>	
Overview	<p><b>Public Transport</b></p> <p>There is no tube or rail station in Sewardstone and the nearest stations are at Chingford (3 miles) and Ponders End (3 miles). There is, however, some limited public transport (given the scale of the settlement) in the form of bus provision, owing to the settlements location on the route from Waltham Abbey to Chingford. In total there are 19 departures/arrivals daily on weekdays with connections to Harlow, Waltham Abbey and Chingford, with buses stopping on average once every two hours. There is no Sunday service. (Route: 505). (<i>Source: Settlement Hierarchy Assessment 2015; Site Visits, July 2016</i>).</p> <p><b>Road</b></p> <p>Sewardstone has developed along the Sewardstone Road (A112) which runs between Waltham Abbey and Chingford. The A112 also services to link to the M25 at Waltham Abbey, making road connectivity relatively strong in the settlement.</p> <p>Site visits in July 2016 suggested that the Sewardstone Road could be subject to traffic congestion at peak times, with vehicles using it as a through route to access larger towns to the north and south.</p> <p><b>Walking and cycling</b></p> <p>When not congested, vehicles travel through the hamlet at considerable speed leading to issues of road safety. There is no pedestrian crossing within the settlement and pavements (although existent) are not continuous throughout the settlement. (<i>Source: Site Visits, July 2016</i>)</p> <p>Site visits in July 2016 suggested that there was no evidence of cycling facilities or infrastructure in the settlement.</p> <p><b>Car parking</b></p> <p>There are no designated public car parks within Sewardstone. The Premier Inn, Farm Tyre Services and Baker's Arms all provide car parking for their users. (<i>Source: Site Visits, July 2016</i>).</p>
Community choices responses and stakeholder engagement	<p>Stakeholders suggested the area is congested and prone to traffic accidents. Any new development in and around the area may impact upon this, and measures should be considered to reduce traffic pressure on Sewardstone Road and other feeder routes into the M25 network. The introduction of a possible Crossrail 2 station at Chingford may also exacerbate commuter traffic.</p>
<b>ENVIRONMENT</b>	
Overview	<p><b>Environmental designations</b></p> <p>There are two Local Wildlife Sites (LoWS) in and around Sewardstone. These are Gunpowder Park and Sewardstone/Osier marshes. To the south and west of Sewardstone there are several large areas of SSSI, covering Epping Forest and the corridor of the Lee Valley.</p>

	<p>Epping Forest forms a large block of Ancient Woodland to the southeast of Sewardstone. In addition there are two smaller blocks of Ancient Woodland to the east of the town including Aldergrove Wood and Thompson’s Wood. (Source: SELSS, 2011).</p> <p><b>Flood Risk</b></p> <p>There is a vast area of floodplain which follows the path of the River Lee Navigation running north-south to the west of Sewardstone. However, the main centre is not subject to flood (Source: SELSS, 2011).</p> <p>The majority of Sewardstone falls within Flood Zone 1, particularly the eastern parts of the settlement. Some areas to the west of Sewardstone fall within Flood Zone 2 and a small area to the north west is in Flood Zone 3. (Source: Environment Agency mapping, accessed June 2016)</p> <p><b>Air Quality</b></p> <p>There are no Air Quality Management Areas in Sewardstone.</p> <p>In the 2014 Air Quality Progress Report for Epping Forest District Council, Albion Terrace in nearby Gilwell Hill was identified as a residential receptor for nitrogen dioxide. The 2013 annual mean for this site is one of the locations where the nitrogen dioxide annual average was worse in 2013 than in previous years at 40µg/m<sup>3</sup> from 39µg/m<sup>3</sup>. A small residential construction project and its associated road works and traffic control systems directly opposite the monitoring location may have contributed to the elevated results in 2013.</p> <p><b>Energy Consumption</b></p> <p>No reference is made to Sewardstone within the Carbon Reduction and Renewable Study (2013).</p>
<p>Community choices responses and stakeholder engagement</p>	<p>A number of respondents suggested that Sewardstone may be an appropriate location for exploring options for renewable energy provision. In particular, wind turbines or farms were suggested which could supply energy for glasshouses in the area.</p>
<p><b>LANDSCAPE</b></p>	
<p>Overview</p>	<p>To the west of Sewardstone the landscape is characterised by land that rises steeply to the east towards Barn Hill and another steep hill at the north west edge of the village. Both hills are separated by a tributary to the River Lee. This steep land is overlain by a patchwork of fields which are delineated by mature hedgerows and interspersed with occasional small woodland blocks. Smaller-scale fields, which are interspersed with ponds, form the landscape setting to the south, where the land rises to a small hill near Picks Farm. (Source: Epping Forest District Landscape Studies - Landscape Character Assessment, 2010).</p> <p>Along the western edge of the settlement edge the village is lined by small fields, however the landscape setting within the south-western edge of the village. To the north of the village arable farmland managed by Gunpowder Park provides the setting and is again sloping gradually to the east. (Source:</p>

	<p><i>Epping Forest District Landscape Studies - Landscape Character Assessment, 2010</i>).</p> <p>Sewardstone lies within two landscape character areas. Rammey Marsh Landscape Character Area (A4) provides the landscape setting for most of the village, with Lippett and Daws Hills Landscape Character Area (F4) abutting the north-eastern and south-eastern edges. The former is considered to be of low sensitivity in the SELSS (2011), meaning that subject to further assessment work it may provide a potential opportunity for growth. The latter area is designated as high sensitivity and as such should be protected. (Source: SELSS, 2011).</p>
Community choices responses and stakeholder engagement	No particular comments were raised in relation to landscape in Sewardstone.
<b>GREEN BELT</b>	
Overview	<p>The settlement of Sewardstone lies within the Green Belt of Epping Forest District, lying within Parcel DSR059 in the Stage 1 Green Belt Assessment (2015). The parcel is assessed to score particularly strongly on purpose 1.</p> <p>The parcel adjoins London with the London Borough of Enfield to the west and London Borough of Waltham Forest to the south at Chingford. The parcel contributes, as part of a wider network of parcels (adjoining DSR - 060 and DSR - 058), acting as a strategic barrier against the sprawl of Cheshunt and London. There is evidence, however, that the parcel has not wholly prevented sprawl and has been encroached by approximately 11% at Meridian Way (the northern end of the parcel) and at Gillwell Hill (to the south of Sewardstone).</p> <p>Parcel DSR 059 was taken forward to Stage 2 of the Green Belt review, and split into a number of sub-parcels. Two of these directly abut the current settlement. The resultant harm to the Green Belt purposes if each parcel were released is deemed to be as follows:</p> <ul style="list-style-type: none"> <li>● Parcel 059.1 – Very High</li> <li>● Parcel 059.2 – Very High</li> </ul> <p>(Source: Stage 2 Green Belt Review, 2016)</p>
Community choices responses and stakeholder engagement	Emphasis should be placed on protecting the Green Belt around Sewardstone in order to ensure the boundary protection between EFDC and Chingford/London.
<b>HERITAGE &amp; TOWNSCAPE</b>	
Overview	<p><b>Conservation Areas</b></p> <p>There is no conservation area in or surrounding Sewardstone.</p>

	<p><b>Scheduled Monument</b></p> <p>There is one small Scheduled Monument at High Beach to the east of Sewardstone which is the site of a heavy anti-aircraft gun at Lippett Hill. (Source: SELSS, 2011).</p> <p><b>Listed Buildings</b></p> <p>There are eight listed buildings in Sewardstone. These include a number of Grade II listed farm buildings at Carrolls Farm and Netherhouse Farm, as well as smaller residential buildings 15 and 16 Sewardstone Road. (Source: Historic England Listed Building Mapping, accessed July 2016).</p> <p>There is one locally listed buildings which is considered to be of aesthetic and historic interest. Sewardstone Hall is a large 19th century farmhouse located to the west of Sewardstone Road. (Source: Epping Forest District Local Listings for Buckhurst Hill, accessed July 2016).</p> <p>Sewardstone is not specifically identified within the Heritage Asset Review or the Historic Environment Characterisation Report.</p>
<p>Community choices responses and stakeholder engagement</p>	<p>No particular comments were raised in relation to heritage in Sewardstone.</p>
<p><b>COMMUNITY FACILITIES</b></p>	
<p>Overview</p>	<p><b>Education</b></p> <p>There are no primary or secondary school education facilities within the settlement of Sewardstone. The nearest facilities are located in Waltham Abbey. (Source: Commissioning School Places in Essex 2015-20, Appendix 1a, 2015)</p> <p>There are no nursery facilities within the settlement of Sewardstone, though there is one nursery located at neighbouring Gilwell Hill – Northfields Nursery. This nursery is privately run and has spaces for 32 children, Data on vacancies is currently unknown. (Source: The ECC Childcare Sufficiency Assessment, 2011)</p> <p><b>Health</b></p> <p>There are GP practices within Sewardstone and the nearest facilities are located in the south of Waltham Abbey settlement.</p> <p>The nearest hospitals are located at Chase Farm, Enfield and Princess Alexandra in Harlow. (Source: Essex County Council website).</p> <p>Sewardstone is home to Ashbrook Court Care Home. The facility contains 70 single rooms alongside a range of services to meet the needs of residents. Details of the current vacancies is unknown. (Source: <a href="http://www.carehome.co.uk/carehome.cfm/searchazref/20001030ASHE#general-info">http://www.carehome.co.uk/carehome.cfm/searchazref/20001030ASHE#general-info</a>)</p>

	<p><b>Open Space</b></p> <p>There is one area of land categorised as woodland and semi-natural open space within the 2012 Open Space, Sport and Recreation Assessment. Epping Forest and Buffer Lands – Sewardstone Marsh was considered to be of good quality in terms of provision and access.</p> <p>There are no identified managed open spaces, allotments or cemeteries within the settlement boundary of Sewardstone.</p> <p><b>Recreation Facilities</b></p> <p>There are no children’s playgrounds in Sewardstone. The nearest recreational facilities are located in the south of Waltham Abbey settlement. (<i>Source: Epping Forest District Open Space, Sport and Recreation Assessment, 2012</i>).</p> <p>There is an informal recreation ground at Gilwell Park (adjacent to the neighbouring settlement of Gilwell), which was designated to be of good quality in 2012, and also provides the scout activity centre. (<i>Source: Epping Forest District Open Space, Sport and Recreation Assessment, 2012</i>).</p> <p>The Lee Valley Regional Park to the west of Sewardstone is an important recreational and ecological resource. There is a well-used footpath that follows the line of River Lee north-south past Sewardstone, linking to a series of footpath networks within the Lee Valley itself. (<i>Source: SELSS, 2011</i>).</p> <p>There is a sports pitch, in the form of High Beach Cricket Club, located at Mott Street. This club is home to four teams.</p> <p>Although there are no sports hall, gyms or swimming pools in Sewardstone, all areas within the settlement are within 10 miles drive of turf pitches, sports centres, swimming pools and tennis courts. (<i>Source: Epping Forest District Open Space, Sport and Recreation Assessment, 2012</i>).</p>
Community choices responses and stakeholder engagement	No particular comments were raised in relation to community facilities in Sewardstone.

## C4 Evidence Sources

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### C4.1 Evidence used for all topic areas:

- **Community Choices Consultation Report and Appendix (2013)** - Report to the EFDC cabinet presenting the responses to the questions asked as part of the Community Choices (Issues & Options) consultation for the Local Plan, which ran between July and October 2012. The Community Choices consultation document set out the main issues to be considered by the planning system over the next twenty years, and potential options to address these issues.
- **Settlement Hierarchy Technical Paper (September 2015)** – EFDC document which establishes a hierarchy of settlements within the District, and identifies relationships with settlements outside the District. The document is a planning tool which identifies how existing settlements function and establishes a measure of relative sustainability of and between those settlements.
- **Site Visits (July 2016)** – General observations made on Arup site visits to all 12 settlements during July 2016. Site visit observations do concern the whole settlement; however there is often a focus upon the town centre in each settlement.

### C4.2 Housing:

- **Settlement Capacity Study (2016)** – Analysis conducted by EDFC and Fregonese Associates to estimate housing capacity on non-greenbelt land specifically utilising brownfield sites at non-traditional densities. This analysis was applicable to nine of the 12 settlements included in this review.
- **Stage 1 Assessment of the Viability of Affordable Housing, Community Infrastructure Levy and Local Plan (2015)** – Assessment by DSP which reviews viability at a high level and introduces potential options for Policy development (including on the proportion of affordable housing and affordable housing thresholds) and broad parameters for viable levels of CIL for various uses across the District.

### C4.3 Economic Development:

- **Employment Land Review (2010)** - Epping Forest District and Brentwood Borough Employment Land Review (ELR), produced by Atkins. The document outlines the future demand for employment land in these administrative areas to 2031.
- **Lee Valley White Water Centre Economic Development Study (2011)** – Study conducted by Nathaniel Lichfield & Partners assessing the potential of the Lee Valley White Water Centre (LVWWC) to strengthen the leisure offer of the Lee Valley Regional Park through complementary leisure, tourism or

business developments on sites within the Park and the adjoining area, and to regenerate the area around the centre.

- **Economic and Employment Evidence to Support the Local Plan and Economic Development Strategy (2015)** – Study conducted by Hardisty Jones Associates (HJA) analysing the local economy of Epping Forest District and examining future change.

#### C4.4 Town Centres:

- **Town Centres Study (2010)** – Study undertaken by Roger Tym & Partners (RTP). The study provides a ‘health check’ for six centres (Epping, Loughton High Road, Waltham Abbey, Loughton Broadway, Chipping Ongar and Buckhurst Hill), assesses the current role and function of centres within the District, assesses future demand within centres and identifies opportunities for development within town centres.
- **Town Centre Surveys (2013-2016)** – Surveys undertaken by the Council detailing the Town Centre uses in the 12 settlements.
- **Debden Town Centre and Broadway Development Options (2008)** – Study undertaken by Urban Practitioners outlining a Vision and Development Brief for the Debden Broadway Area (NB – Within this analysis, Debden Broadway is called Loughton Broadway).
- **Waltham Abbey Town Centre Report (2015)** – Report by Colliers International presenting an overview of Waltham Abbey Town Centre, including an analysis of the retail, office and residential markets, leisure and cultural sectors, and potential development opportunities.
- **North Weald Bassett Masterplanning Study (2014)** – Masterplanning Study by Allies & Morrison presenting an overview of North Weald Bassett and a vision and opportunities for future growth.
- **St John’s Road Design and Development Brief (2012)** – Design and development brief by Allies & Morrison Urban Practitioners for the St John’s Road area of Epping Town Centre.
- **Hillhouse Masterplan (2016)** – Masterplan for a new development in Waltham Abbey, drawn up by the Council, Essex County Council and NHS England.

#### C4.5 Transport:

- **Epping Local Plan Technical Notes (2015)** – Current draft of the Settlement Hierarchy Technical Note, provided by EFDC. The document provides a general background to the settlement, including an overview of transport infrastructure.

## C4.6 Environment:

- **Environment Agency Flood Mapping (2016)** – Mapping of flood zones 1 and 2 from the Environment Agency website. Accessed in June/July 2016.
- **Local Wildlife Sites Review (2010)** – Review prepared by Essex Ecology Services, outlining LoWS within the District.
- **Epping Forest District Carbon Reduction and Renewables Study (2013)** – Study by Atkins which provides an evidence base on Carbon (CO<sub>2</sub>) reduction and renewable energy that Epping EFDC can use to inform the Council's replacement Local Plan.

## C4.7 Landscape:

- **Landscape Character Assessment (2010)** – Study by Chris Blanford Associates which provides a baseline inventory of the landscape character of the District. It also sets out recommendations for the application of the Study.
- **Settlement Edge Landscape Sensitivity Study (2010)** – SELSS by Chris Blanford Associates which provides a detailed analysis of sensitive landscape and environmental features around the edges of the twenty-two principal settlements within the District.

## C4.8 Green Belt:

- **Green Belt Review Stage 1 (2015)** – Green Belt Review Stage 1 by UPS, which undertakes a high level review of Green Belt land across the District to identify the contribution of the Green Belt towards national Green Belt purposes as set out in the National Planning Policy Framework (NPPF).
- **Green Belt Review Stage 2 (2016)** – Green Belt Review Stage 2, which undertakes a more detailed review of Green Belt land building on the Stage 1 assessment.

## C4.9 Heritage & Townscape

- **Historic England Listed Building Mapping (2016)** – Online mapping of nationally listed buildings and scheduled monuments – accessed in June/July 2016.
- **Epping Forest District Local Listings (2016)** – Online listings of locally listed buildings by EDFC.
- **Heritage Asset Review (2012)** – Review by DPP Consulting which provided an audit of the condition and appropriateness of existing conservation areas and locally listed buildings as well as suggestions for possible new designations within the District.
- **Historic Characterisation Study (2016)** – Draft Essex County Council Study which summarises the information listed on the Essex Historic Environment Record.

## C4.10 Community Facilities

- **Commissioning School Places in Essex 2015-20 (2015)** – Essex County Council document which provides: information on the existing capacities and number of pupils attending the county’s schools; information about the size of existing school sites and opportunities that may exist for further expansion to meet housing demands; forecasts of future pupil numbers and how any increases might be accommodated, or how any surpluses could be addressed.
- **NHS Choices (2016)** – Online NHS resource outlining current health services. Accessed in June/July 2016.
- **Open Space, Sport and Recreation Assessment (2012)** – Assessment by The Landscape Partnership which outlines the 2009 PPG17 audit undertaken by EFDC, and which analyses the differing needs of the population for open space, built sports facilities and recreation for those living, working and visiting the District.