

Chigwell conservation area. The infrastructure requirements should be considered, these include the M11 being widened at Chigwell, Luxborough Lane (Tottenham Hotspur Football Club) being developed for health projects e.g. First National Residential, Autistic Centre. High Dependency, Care Facility.

Medium priorities include sensible parking and traffic arrangements which optimise movement as necessary (tinker with pinch points); the retention of sports facilities; possibly giving Glebe Land green status; a Planning Policy which pays proper attention to materials, colours etc. to maintain the beautiful street scene; safer road crossings and improved parking at Brook Parade.

Low priorities include changing shopping centres; cemetery expansion and the Parish council taking ownership of remaining open spaces (publicly owned) e.g. golf course.

2013  
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**Chipping Ongar**

Address/ Site Location	Members Comments	Potential Capacity
ONG- 1 [Rear of 101- 103 High Street, Ongar	Options (1) A and D= residential/ employment. Possible additional development (commercial) behind High St. Potential option for residential/ employment.	Not specified.
ONG- A [Area to the east of Fyfield Road and north of the A414 Chelmsford Road]	Options (1) A and D= residential/ employment. A: school within N. Weald – Provision cycle/ pedestrian route to link Fyfield Business Park with town. A is the preference. New junctions A414 area A.	Not specified.
ONG- D [Area to the south east Marden Ash	Options (1) A and D= residential/ employment. Area D to in compassable seedbed business units and the High Street to be promoted as a specialist retail area limited to the concept of Ongar area tourist hub. Area D prefer area between Brentwood and Romford roads only D: could provide some town houses in areas.	Not specified.
ONG- G [Area to north of Shelley, Ongar]	ONG-G is second choice and can't develop both ONG- A and ONG- G.	Not specified.

Additional comments:

Members suggested that Ongar could potentially support well designed shared ownership social and private, providing the scale of development conforms to the town ethos of low rise/ low density housing. There should not be an extension of ribbon development between Ongar and High Ongar as this would threaten the spatial separation of the areas.

Members would support the improvement of existing historic and tourism facilities within Ongar and also recognise the potential of the Essex Way. In order to create a balanced and coherent town with a balance of land use, members suggested that new development should include community spaces/ units. Transport should be improved through providing better bus connectivity between Chelmsford, Harlow and Brentwood.

Members would like to adopt a design statement which is respectful of the conservation area and will preserve the ethos and character of the High Street. Members have suggested ONG-A, ONG-D and ONG- G as opportunity areas. For ONG-A, ONG- D and ONG- G members are in favour of new eco-homes/sustainable homes that could potentially support basements. There is the potential for town houses in some areas providing the design is sensitive to the landscape and existing stock. Affordable/ social/ shared housing should be well designed and of good quality. The opportunity areas should include wider parking to support development; alternatively areas not suitable for development should be explored for more car parking.

The redevelopment of the High Street sites should also be respectful of the conservation area and design statement. Members also stressed that there should be no more gated estates and that the Green Belt should be preserved.

### Local Plan Workshops

### Output from Workshop 3

This is a note of the discussions and views expressed by district and town/parish councillors at the third in a series of workshops on the Local Plan. It was one of a series of workshops designed to enable members to collaborate with planning officers on the key stages of the Local Plan process.

Workshop 3 was held on the 9 March 2013 and was specifically aimed at considering the possible futures for each settlement within the district. Attendees were asked to identify the issues associated with developing sites and for their views about which areas which should ideally be protected, enhanced or developed.

The information will form part of the evidence base for the 'preferred options' stage or draft plan, and should NOT be construed as any form of commitment to development of any particular site. Additional sites that were not previously included in the Community Choices document (published 2012) will be considered in reaching preferred options and subject to the same testing and analysis as those sites previously identified.

Members also commented on issues surrounding development management policies for dealing with planning applications such as design, conservation and parking.

These Workshop Notes should be read in this context.

Site Name	Comments	Notes
WYBURN HILL	WYBURN HILL (200m) - 12 units max. New build. Family housing should be allowed at the eastern end of the site.	WYBURN HILL (200m) - 12 units max. New build. Family housing should be allowed at the eastern end of the site.
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