

chapter 5

Places

Introduction

5.1 This section sets out the vision and policies for settlements and Town Centres within the District. The District's settlements are listed in Figure 5.1, which is taken from the Settlement Hierarchy Technical Paper (2015), and the Town Centres are as identified in the Town Centre Review (2016). Visions and policies have been produced for all settlements categorised as a Town or Large Village, as these represent the largest settlements within the District. In addition, visions and policies are included for a number of Small Villages and Hamlets which have been identified as having employment potential, or which have sites allocated within them. For each settlement, the proposed vision and aspirations up until 2033, the proposed site allocations and associated alterations to the Green Belt boundary, the resulting infrastructure requirements and the approach to promoting and managing Town and Small District Centres are presented.

Figure 5.1 Settlements in Epping Forest District

Category	Settlement
Town	Chipping Ongar, Epping, Loughton/ Loughton Broadway, Waltham Abbey
Large Village	Buckhurst Hill, Chigwell, North Weald Bassett, Theydon Bois
Small Village	Abridge, Chigwell Row, Coopersale, Fyfield, High Ongar, Nazeing, "Matching" (incorporating Matching Green, Matching Tye and Matching), Roydon, Sheering, Stapleford Abbots, Thornwood

Alternative Options

Hamlet	Abbess Roding, Beauchamp Roding, Berners Roding, Bobbingworth, Broadley Common, Bumbles Green, Dobb's Weir, Epping Green, Fiddlers Hamlet, Foster Street, Hare Street, Hastingwood, High Beach, High Laver, Jacks Hatch, Lambourne End, Little Laver, Long Green, Lower Sheering, Magdalen Laver, Moreton, Newmans End, Nine Ashes, Norton Heath, Norton Mandeville, Roydon Hamlet, Sewardstone, Sewardstonebury, Stanford Rivers, Stapleford Tawney, Theydon Garnon, Theydon Mount, Toot Hill, Upper Nazeing, Upshire, Willingale
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5.2 This section does not address the strategic sites proposed around Harlow, which are presented in Draft Policy SP 3. A number of the District's settlements are in the process of developing Neighbourhood Plans. The Council will support the preparation and production of Neighbourhood Plans as set out in Draft Policy D 6.

Overview of site selection process

5.3 The National Planning Policy Framework states that a Local Plan must allocate sufficient land in appropriate locations to ensure supply for the Plan period. This includes sites for residential development, traveller accommodation¹ and employment land (B Class Uses).

5.4 The Council developed two methodologies (a site selection methodology for residential and employment development and a traveller site selection methodology for traveller accommodation), which detail the process the Council followed to identify sites for allocation in the Draft Local Plan. An overview of the key stages in the site selection process is illustrated in Figure 5.2.

¹ This includes both pitches and yards. There is no official definition as to what constitutes a single traveller residential pitch. Travellers require various sizes of accommodation, depending on the numbers of caravans per pitch which varies with different families living at different densities. However, the caravan to pitch ratio is usually considered to be one mobile home and one touring caravan per pitch. Travelling Showpeople are likely to require a larger area, (a "yard"), as they are likely to need space for the storage of equipment.

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies¹

Figure 5.2 Overview of the key stages in the site selection process

Residential sites	Sites identified through the Strategic Land Availability Assessment		Stage 1: Major Policy Constraints	Stage 2: Quantitative and Qualitative Assessment	Stage 3a: Identify candidate Preferred Sites	Stage 3b: Indicative Capacity Assessment	Stage 4a: Deliverability assessment	Stage 4b: Identification of proposed sites for allocation	Stage 5: Sustainability Appraisal and Habitats Regulation Assessment	Draft Plan consultation
	Stage 1: Identifying Sites for Consideration	Stage 2: Site Availability	Stage 3: Major Policy Constraints	Stage 4: Quantitative and Qualitative Assessment	Stage 5a: Identify candidate Preferred Sites	Stage 5b: More detailed assessment	Stage 6a: Deliverability assessment	Stage 6b: Identification of proposed sites for allocation	Stage 7: Sustainability Appraisal and Habitats Regulation Assessment	Draft Plan consultation
	Sites identified through the Strategic Land Availability Assessment		Stage 1: Major Policy Constraints	Stage 2: Quantitative and Qualitative Assessment	Draft Plan consultation	Stage 3a: Identify candidate Preferred Sites	Stage 3b: More detailed assessment	Stage 4a: Deliverability assessment	Stage 4b: Identification of proposed sites for allocation	Stage 5: Sustainability Appraisal and Habitats Regulation Assessment
Traveller sites	Sites identified through the Strategic Land Availability Assessment		Stage 1: Major Policy Constraints	Stage 2: Quantitative and Qualitative Assessment	Draft Plan consultation	Stage 3a: Identify candidate Preferred Sites	Stage 3b: More detailed assessment	Stage 4a: Deliverability assessment	Stage 4b: Identification of proposed sites for allocation	Stage 5: Sustainability Appraisal and Habitats Regulation Assessment
Employment sites	Sites identified through the Strategic Land Availability Assessment		Stage 1: Major Policy Constraints	Stage 2: Quantitative and Qualitative Assessment	Draft Plan consultation	Stage 3a: Identify candidate Preferred Sites	Stage 3b: More detailed assessment	Stage 4a: Deliverability assessment	Stage 4b: Identification of proposed sites for allocation	Stage 5: Sustainability Appraisal and Habitats Regulation Assessment

5.5 The Council has identified potential sites for allocation for residential development and traveller accommodation, details of which are provided in the following sections. These sites have been identified following a rigorous application of the site selection methodologies and represent those sites the Council considers to be suitable, available and achievable within the Plan period based on available information.

5.6 The Council has a number of stages of the site selection methodology to complete for employment sites. Further work will be undertaken 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.

Overview of Town Centre analysis

5.7 The Local Plan (1998) and Alterations (2006) identifies six Town Centres: Buckhurst Hill, Chipping Ongar, Epping, Loughton High Road, Loughton Broadway and Waltham Abbey.

5.8 The Council has: surveyed the Town Centres to establish the District’s Town Centres’ offer; rolled forward the Epping Forest District Council Town Centres Study, to align with the Plan period; established aspirations for each Town Centre; and defined Town Centre boundaries, Primary Shopping Areas, Primary and Secondary Retail Frontage.

5.9 The Council proposes a revised town centre hierarchy in accordance with Draft Policy E 2. This updated hierarchy is set out in Figure 5.3.

Figure 5.3 Proposed town centre hierarchy

Category	Settlement
Town Centre	Epping, Loughton High Road
Small District Centre	Buckhurst Hill, Chipping Ongar, Loughton Broadway, Waltham Abbey



The Local Plan should be read as a whole. Proposals will be judged against all relevant policies’

Key evidence

5.10 All documents which have informed the policies set out in this Section are set out in Appendix 4. Key evidence which informed the Council's approach to settlements in the District are:

- Settlement Hierarchy Technical Paper (Epping Forest District Council, 2015);
- Epping Forest District Council Town Centres Study (Roger Tym and Partners, 2010);
- Town Centres Review (Arup, September 2016)';
- Report on Site Selection (Arup, September 2016); and
- Employment Land Review (Atkins, 2010).

Epping

Vision and aspirations for Epping

What you told us?

5.11 Responses from the Community Choices consultation and stakeholder engagement on the future of Epping included:

- the provision of a mix of housing is important in ensuring that the settlement remains diverse and accessible;
- concerns were raised about the proposed growth locations identified for the settlement in the Community Choices consultation;
- a desire to preserve existing light industrial uses;
- increases in residential development should be matched with adequate and appropriate employment development. Emphasis should be placed on encouraging small start-up businesses; and
- Epping High Road should remain the retail hub and heart of the town, and existing businesses should be supported and enhanced to protect and enhance the vitality of the Town Centre.

What are the key strengths and weaknesses to address in Epping?

5.12 The following key strengths and weaknesses have been identified for Epping:

- 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, Waltham Abbey, Upshire and North Weald Bassett;
- there are problems with congestion, particularly in the Town Centre. There is an opportunity to improve the public realm and reduce traffic congestion along the High Street;

- the preservation of Epping as a historic market town is of high importance;
- 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); and
- Epping provides a good range of local employment opportunities.

5.13 Based on the findings from community consultation, stakeholder engagement and evidence based documents the following vision is proposed for Epping:

Vision for Epping

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.

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.

Preferred Approach

Residential sites

5.14 Draft Policy SP 2 sets out the estimated likely number of homes the Council will plan for in Epping over the Plan period. The provision of approximately 1,640 dwellings has been informed by the aspiration for Epping to support an appropriate level of growth to continue in its role as one of the main towns within the District.

5.15 The Council has considered the possible spatial options to accommodate new homes at Epping and concluded that there are three suitable spatial options:

- intensification within the existing settlement - provides opportunities to maximise existing urban brownfield land;
- expansion of the settlement to the south - least harmful to the Green Belt and the surrounding landscape, and would provide opportunities to promote residential development in close proximity to Epping station; and
- expansion of the settlement to the east - although less favoured than the two previous options, this location provides opportunities for sustainable expansion of the settlement in close proximity to Epping station and existing town centre services.

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

5.16 Following an assessment of the suitability, availability and achievability of residential sites located within these spatial options, the Council has identified 16 sites for potential allocation to meet the identified housing requirement, as illustrated in Figure 5.4. The Council will be undertaking further work to enable more detailed guidance to be provided on the proposed residential allocation within the Local Plan. It will also be holding discussions with promoters, with the aim of entering into Statements of Common Ground.

Sites for traveller accommodation

5.17 The Council has considered the possible spatial options to provide traveller accommodation across the District and concluded that the most suitable spatial option is to distribute pitches across the District. This option balances the preferences of the travelling community with not placing undue pressure on services in a single location. Based on the findings of the assessment undertaken by the Council no allocations for traveller accommodation are proposed at Epping.

Employment sites

5.18 Draft Policy E 1 sets out the Council's preferred approach to identifying sites for employment (B Class Use) uses. This is to support the redevelopment, renewal or extension of existing premises for their designated use before identifying new sites.

5.19 Epping has some existing employment land that has been identified:

- The Local Plan (1998) and Alterations (2006) identified two sites which are still in employment use: Falconry Court (EMP-0011); and Bower Hill Industrial Estate (EMP-0013); and
- The Employment Land Review 2010 identified two existing sites: 65-75 High Street (ELR-0089); and land at Coopersale Hall (ELR-0091).
- The SLAA identified one site: St John's Road Area (SR-0281) as suitable for intensification.

5.20 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.

Alterations to the Green Belt boundary

5.21 The supporting text to Draft Policy SP 5 confirms that in order to deliver the Local Plan Strategy the Council proposes to alter the Green Belt boundary. Indicative alterations to the existing Green Belt boundary around Epping are proposed to the south, east and west of the settlement to remove the proposed site allocations from the Green Belt. The proposed indicative alterations to the Green Belt boundary are illustrated in Figure 5.4.

Infrastructure requirements

5.22 The supporting text to Draft Policy SP 2 confirms the importance of identifying and delivering key infrastructure to support residential and employment growth across the District. The infrastructure needs for Epping will be set out in the Infrastructure Delivery Plan.

Town centre

5.23 Draft Policy E 2 identifies Epping as a Town Centre. This reflects the Council's aspiration for the centre to remain a successful destination, maintaining and enhancing its existing retail offer along with other leisure and entertainment amenities.

5.24 The Town Centre is characterised by a mix of retail uses, and it also plays an important civic function within the District as the location of the EFDC's Offices. A key strength of Epping Town Centre's retail offer is its diversity, with a mix of convenience and comparison retail, and of independent and national retailers. The Council proposes to continue to support a wide range of retail to support the centre as a thriving shopping destination, while maintaining a balance between retail and non-retail uses in order to support the continuance of activities that attract footfall during the day and into the evening.

5.25 The Local Plan (1998) Maps Updated by Alterations (2006) identifies the Town Centre boundary for Epping. The Council proposes to retain the existing Town Centre boundary, which encompasses the main retail area and other key town centre uses. In accordance with the supporting text to Draft Policy E 2, a Primary Shopping Area is proposed with the Town Centre boundary, as illustrated on Figure 5.5.

5.26 In accordance with Draft Policy E 2, the Council proposes to designate specific retail frontage areas. The Local Plan (1998) Maps Updated by Alterations (2006) identifies Key Frontages. It is proposed that the Key Frontage is amended to contain the following as illustrated on Figure 5.5:

- Primary Retail Frontage – it is proposed that this reflects the existing Key Frontage areas, with the exception of units fronting onto Station Road, and those on the High Street to the west of Station Road. In addition, the Primary Retail Frontage will include the frontages adjacent to St John's Church. These areas will be afforded the highest level of protection for A1 retail uses; and
- Secondary Retail Frontage – it is proposed that Secondary Retail Frontage would be located on the High Street to the west of St John's Road and Station Road, extending up to Crows Road and Clarks Lane. A section of Secondary Retail Frontage is proposed at the north-eastern end of the High Street. Additionally, an area of potential Secondary Retail Frontage has been identified along St John's Road, as it is expected that development will take place in this area, guided by the St John's Road Development Brief 2012. Within the Secondary Retail Frontage a wider range of main town centre uses would be permitted.

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'



Discussing the new Loughton Shopping Park

5.27 In accordance with the National Planning Policy Framework, the Council will also support the weekly market that currently takes place within the Town.

Draft Policy P 1 Epping

A. Residential sites

In accordance with Policy SP 2 the following sites are allocated for residential development:

- i) SR-0069 (land at Ivy Chimneys Road) – approximately 79 homes;
- ii) SR-0069/33 (land South of Epping) – approximately 255 homes;
- iii) SR-0071 (land at Stonards Hill) – approximately 115 homes;
- iv) SR-0113B (land to the South of Brook Road) – approximately 244 homes;
- v) SR-0132Ci (Epping Sports Club and land west of Bury Lane, Lower Bury Lane) – approximately 49 homes;
- vi) SR-0153 (land north of Stewards Green Road) – approximately 305 homes;
- vii) SR-0208 (Theydon Place) – approximately 66 homes;
- viii) SR-0229 (Epping London Underground Car Park and land adjacent to Epping Station) – approximately 89 homes[▲];
- ix) SR-0333Bi (Epping south-west area) – approximately 24 homes;

- x) SR-0347 (Epping Sports Centre, Nicholl Road) – approximately 44 homes;
- xi) SR-0348 (Cottis Lane Car Park, Cottis Lane) - approximately 54 homes[▲];
- xii) SR-0349 (Bakers Lane Car Park, Bakers Lane) - approximately 41 homes[▲];
- xiii) SR-0445 (Greenacres, Ivy Chimneys Road) – approximately 23 homes;
- xiv) SR-0555 (St Margaret's Hospital Site) – approximately 181 homes;
- xv) SR-0556 (Civic Offices, High Street) – approximately 42 homes; and
- xvi) SR-0587 (Epping Sanitary Steam and Laundry co. Ltd, Bower Vale) – approximately 22 homes.

▲ Redevelopment of car parks will include new homes **and** retained car parking

Proposals for residential development will be expected to comply with the place shaping principles identified in Policy SP 4.

B. Infrastructure requirements

Infrastructure requirements must be delivered at a rate and scale to meet the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan.

C. Town Centre uses

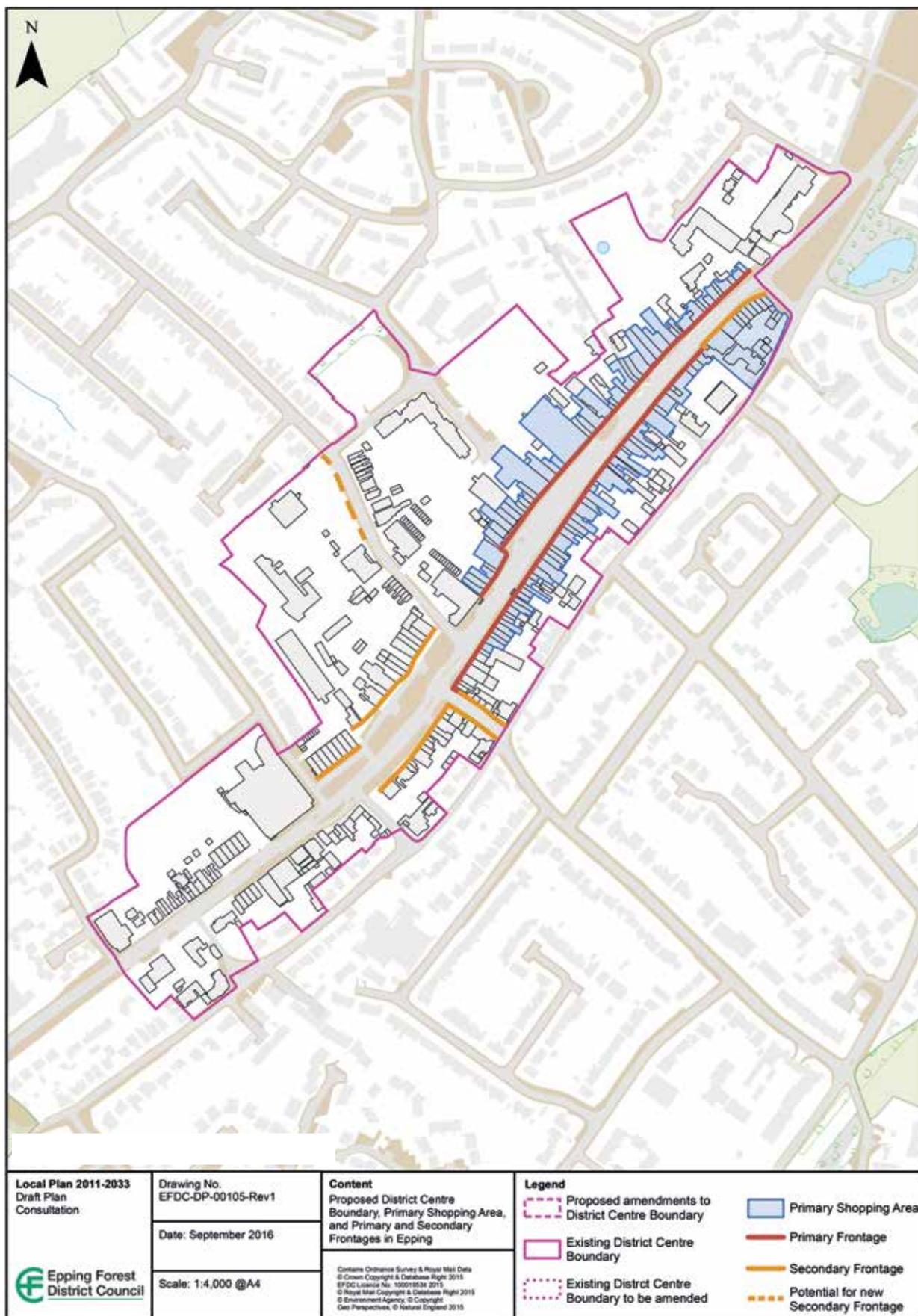
In accordance with Policy E 2, in Epping Town Centre, at least 70% of the ground floor Primary Retail Frontage and at least 20% of the ground floor Secondary Retail Frontage will be maintained in A1 use.



Fruit and vegetable stalls at Epping Market

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies¹

Figure 5.5 Town Centre Designations for Epping



The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Alternative options

Residential sites – spatial options

Expansion of the settlement to the south-west	This option would have a significant impact upon the Epping Forest Special Area of Conservation, expanding the urban extent closer to the protected area and generating adverse traffic impacts on the local highway network.
Expansion of the settlement to the north	This option would significantly harm the Green Belt, compromising the historic setting of Epping. The area to the north of the settlement is also the most sensitive in landscape terms.
Expansion of the settlement to the north-east	This option would promote an unsustainable north-eastern expansion of Epping which would be very harmful in landscape and settlement character terms, eroding the existing gap between Epping and Coopersale.

Sites for traveller accommodation – spatial options

Traveller accommodation focused in parts of the District traditionally favoured by the travelling community	Epping Forest District Council's Gypsy and Traveller Accommodation Assessment Interim Briefing Note (2016) has indicated that the majority of newly arising housing need will be from the expansion of existing households. While this option is understood to be favoured by the travelling community it was felt that this option would place undue pressure on local infrastructure and services and therefore did not represent the most sustainable option to accommodating traveller accommodation.
Traveller accommodation focused in parts of the District not traditionally favoured by the travelling community	This option was not considered to be deliverable since it was not considered to be realistic to expect all additional households to form within the parts of the District not currently favoured by the travelling community.

Employment sites

No spatial options have yet been identified for employment sites. This will be considered as part of the further work being undertaken by the Council to identify employment site allocations.

Town centre boundary – alternative option

Reduce the boundary at the north eastern end, to no longer include the EFDC Offices and Buttercross Lane Car Park	This would exclude the EDFC offices from the Town Centre. As the central offices of the District Council, they play a key civic function and it may be unsuitable for them to be outside of the Town Centre boundary.
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Retail frontage – alternative options

Existing Key Frontage becomes Primary Retail Frontage	A small cluster of existing Key Frontage on the High Street to the west of Station Road has a high proportion of non-A1 Class Uses. There are also areas of Key Frontage that do not front on to the High Street, and are therefore less suitable for inclusion as Primary Retail Frontage.
Extension of the Primary Retail Frontage to include non-Key Frontage at the north eastern end of the High Street	This cluster of retail units has a low proportion of A1 Class Uses, being primarily A2-A5 Class Uses. Site visits in July 2016 reveal that this stretch of units includes multiple restaurants and a hotel.

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies¹

Loughton/Loughton Broadway

Vision and aspirations for Loughton/Loughton Broadway

What you told us?

5.28 Responses from the Community Choices consultation and stakeholder engagement on the future of Loughton/Loughton Broadway included:

- support for the growth of Loughton as one of the major settlements in Essex, particularly land on the edge of the settlement;
- concerns about the impact of development on existing amenity and the need to ensure appropriate infrastructure to support new growth;
- concerns about the level of retail growth proposed in Loughton, and the importance of ensuring new retail development in the settlement does not diminish the existing retail offer, particularly at Loughton Broadway;
- support for Loughton High Road to be maintained, enhanced and diversified to support its role as the largest retail centre in the District;
- opportunities to enhance and regenerate Loughton Broadway should be explored including the development of larger shops and greater mix of uses, in line with the Broadway Development Brief (2008); and
- Langston Road and Oakwood Hill Industrial Estates require investment to ensure they remain key, competitive employment areas for the District.

What are the key strengths and weaknesses to address in Loughton?

5.29 The following key strengths and weaknesses have been identified for Loughton:

- there is an opportunity to maximise the existing capacity within the settlement's primary and secondary schools, and to build on the opportunity associated with the District's only further education college and the University of Essex, Loughton Campus;
- Loughton has good public transport accessibility. It is served by two London Underground Stations and over 20 different bus services;
- traffic congestion and car parking are local issues;
- there is an opportunity to improve access links including pedestrian and vehicular routes to Debden Station and cycle and walking routes across the settlement;

- although a significant and positive opportunity, the introduction of the new Retail Park on Langston Road should be managed to ensure it does not have an adverse impact upon existing retail provision in the settlement; and
- Flood Zones 2 and 3 from the River Roding affect much of the south-eastern edge of the town.

5.30 Based on the findings from community consultation, stakeholder engagement and evidence based documents the following vision is proposed for Loughton:

Vision for Loughton

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.

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.

Preferred Approach

Residential sites

5.31 Draft Policy SP 2 sets out the estimated likely number of homes the Council will plan for in Loughton over the Plan period. The provision of approximately 1,190 homes has been informed by the aspiration for Loughton to be a major town, providing a hub for retail, education and employment in the District, supported by appropriate residential expansion to continue to support two successful retail centres, and an additional out-of-centre Retail Park at Langston Road.

5.32 The Council has considered the possible spatial options to accommodate new homes at Loughton and concluded that there is one suitable spatial option which comprises intensification within the existing settlement. This option provides opportunities to maximise existing urban brownfield land.

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

- 5.33 Following an assessment of the suitability, availability and achievability of residential sites located within this spatial option, the Council has identified 13 sites for potential allocation to meet the identified housing requirement, as illustrated in Figure 5.6. The Council will be undertaking further work to enable more detailed guidance to be provided on the proposed residential allocation within the Local Plan. It will also be holding discussions with promoters, with the aim of entering into Statements of Common Ground.

Sites for traveller accommodation

- 5.34 The Council has considered the possible spatial options to provide traveller accommodation across the District and concluded that the most suitable spatial option is to distribute pitches across the District. This option balances the preferences of the travelling community with not placing undue pressure on services in a single location. Based on the findings of the assessment undertaken by the Council no allocations for traveller accommodation are proposed at Loughton.

Employment sites

- 5.35 Draft Policy E 1 sets out the Council's preferred approach to identifying sites for employment (B use class) uses. This is to support the redevelopment, renewal or extension of existing premises for their designated use before identifying new sites.
- 5.36 Loughton has the following existing employment land that has been identified:
- the Local Plan (1998) and 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 employment sites, three of which are currently in employment use: Crossroads of Oakwood Hill Road and Valley Hill (ELR-0081), 82-90 Forest Road (ELR-0086) and 284 High Road (ELR-0085); and
 - sites in the SLAA are: vacant land adjacent to Oakwood Hill Industrial Estate (EMP-0001) identified for intensification, and further land for expansion adjacent to the existing Oakwood Hill/Langston Road Industrial Estates (SR-0355A). Langston Road North has been identified for provision of new employment uses (SR-0325).
- 5.37 The locations of the identified employment sites are illustrated in Figure 5.6.
- 5.38 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.

Alterations to the Green Belt boundary

- 5.39 The supporting text to Draft Policy SP 5 confirms that in order to deliver the Local Plan Strategy the Council proposes to alter the Green Belt boundary. No indicative alterations to the existing Green Belt boundary are proposed around Loughton.

Infrastructure requirements

- 5.40 The supporting text to Draft Policy SP 2 confirms the importance of identifying and delivering key infrastructure to support residential and employment growth across the District. The infrastructure needs for Loughton will be set out in the Infrastructure Delivery Plan.

Town Centre

- 5.41 Loughton contains two main retail centres: Loughton High Road and Loughton Broadway. Langston Road out-of-town Retail Park is also within Loughton.

Loughton High Road

- 5.42 Draft Policy E 2 identifies Loughton High Road as a Town Centre. This reflects the Council's aspiration for the centre to remain a successful retail centre, supporting and strengthening its existing range of services and facilities.
- 5.43 The Town Centre is characterised by a diverse retail offer, with a large proportion of national retailers compared to other centres in Epping Forest District. Loughton High Road provides some comparison retail alongside a range of other retail and non-retail uses. The Council proposes to continue to support this diverse retail offer as well as maintaining a balance between retail and non-retail uses in order to support a vibrant centre based on the continuance of activities that attract footfall during the day and into the evening.
- 5.44 The Local Plan (1998) Maps Updated by Alterations (2006) identifies the Town Centre boundary for Loughton High Road. The Council proposes a minor alteration to the Town Centre boundary to include Loughton Social Club, which is considered to provide a Town Centre use. In accordance with the supporting text to Draft Policy E 2, a Primary Shopping Area is proposed within the Town Centre as illustrated on Figure 5.7.
- 5.45 In accordance with Draft Policy E 2, the Council proposes to designate specific retail frontage areas. The Local Plan (1998) Maps Updated by Alterations (2006) identifies Key Frontages. It is proposed that the Key Frontage is replaced as illustrated on Figure 5.7:
- Primary Retail Frontage area – it is proposed that this reflects the existing Key Frontage areas, except the site of the former Brown's Car Show Room which is now in A2 use and does not form part of any contiguous frontage. This area will be afforded the highest level of protection for A1 retail uses; and

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies¹

- Secondary Retail Frontage areas – it is proposed that the majority of those frontages within the Town Centre boundary that are not proposed for designation as Primary Retail Frontage would be Secondary Retail Frontage. Within the Secondary Retail Frontage a wider range of main town centre uses would be permitted. Some frontages within the Town Centre Boundary which are not contiguous or are significantly fragmented by clusters of non-A class uses would be undesignated.

Loughton Broadway

- 5.46 Draft Policy E 2 identifies Loughton Broadway as a Small District Centre. This reflects the Council's aspiration for the centre to continue to provide a range of retail facilities to meet local needs.
- 5.47 The District Centre is characterised by a local and independent retail offer, with a small number of national retailers. Loughton Broadway provides a large proportion of retail uses within the District Boundary, although the proportion of non-retail uses has increased in recent years. The Council proposes to continue to support this independent retail offer in order to maintain and enhance a successful centre that provides for local needs.
- 5.48 The Local Plan (1998) Maps Updated by Alterations (2006) identifies the District Centre boundary for Loughton Broadway. The Council proposes a minor alteration to the District Centre boundary to remove a small residential unit behind the former Winston Churchill Public House site. In accordance with Draft Policy E 2, a Primary Shopping Area is proposed within the District Centre as illustrated on Figure 5.8.
- 5.49 In accordance with Draft Policy E 2, the Council proposes to designate specific retail frontage areas. The Local Plan (1998) Maps Updated by Alterations (2006) identifies Key Frontages. It is proposed that the Key Frontage is replaced as illustrated on Figure 5.8:
- Primary Retail Frontage – it is proposed that this reflects the existing Key Frontage areas, and is extended to include all units along the Broadway including new development on the former Winston Churchill Public House site. This area will be afforded the highest level of protection for A1 retail uses; and
 - Secondary Retail Frontage – it is proposed that the retail frontages within the District Centre boundary that are not proposed for designation as Primary Retail Frontage would be Secondary Retail Frontage. Within the Secondary Retail Frontage a wider range of main town centre uses would be permitted.

Langston Road Retail Park

- 5.50 Draft Policy E 2 identifies Langston Road as an out-of-town Retail Park as planning permission has been granted and it is currently under construction. This reflects the Council's aspiration for Loughton to provide a broader retail offer with more, larger scale comparison shopping than currently offered in Epping Forest District.

Draft Policy P 2 Loughton

A. Residential sites

In accordance with Policy SP 2 the following sites are allocated for residential development:

- i) SR-0226 (Loughton London Underground Car Park) – approximately 114 homes[▲];
- ii) SR-0227 (Debden London Underground Car Park and land adjacent to station) – approximately 193 homes[▲];
- iii) SR-0289 (Vere Road) – approximately 10 homes;
- iv) SR-0356 (Borders Lane Playing Fields) – approximately 304 homes;
- v) SR-0358 (Sandford Avenue/Westall Road Amenity Open Space) – approximately 53 homes;
- vi) SR-0361 (Colebrook Lane/Jessel Drive Amenity Open Space) – approximately 195 homes;
- vii) SR-0526 (Golden Lion public house, Newmans Lane) – approximately 30 homes;
- viii) SR-0527 (Royal Oak public house, Forest Road) – approximately 14 homes;
- ix) SR-0548 (Loughton Resource Centre, Torrington Drive) – approximately 35 homes;
- x) SR-0565 (Loughton Library and adjacent Car Park) – approximately 44 homes[▲];
- xi) SR-0834 (Former Post Office depot and associated car parking, west of High Road) – approximately 30 homes;
- xii) SR-0835 (Old Epping Forest College Site, Borders Lane) – approximately 158 homes; and
- xiii) SR-0878 (46 - 48 Station Road) – approximately 12 homes.

▲ Redevelopment of car parks will include new homes **and** retained car parking

Proposals for residential development will be expected to comply with the place shaping principles identified in Policy SP 4.

B. Infrastructure requirements

Infrastructure requirements must be delivered at a rate and scale to meet the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan.

C. Town Centre uses

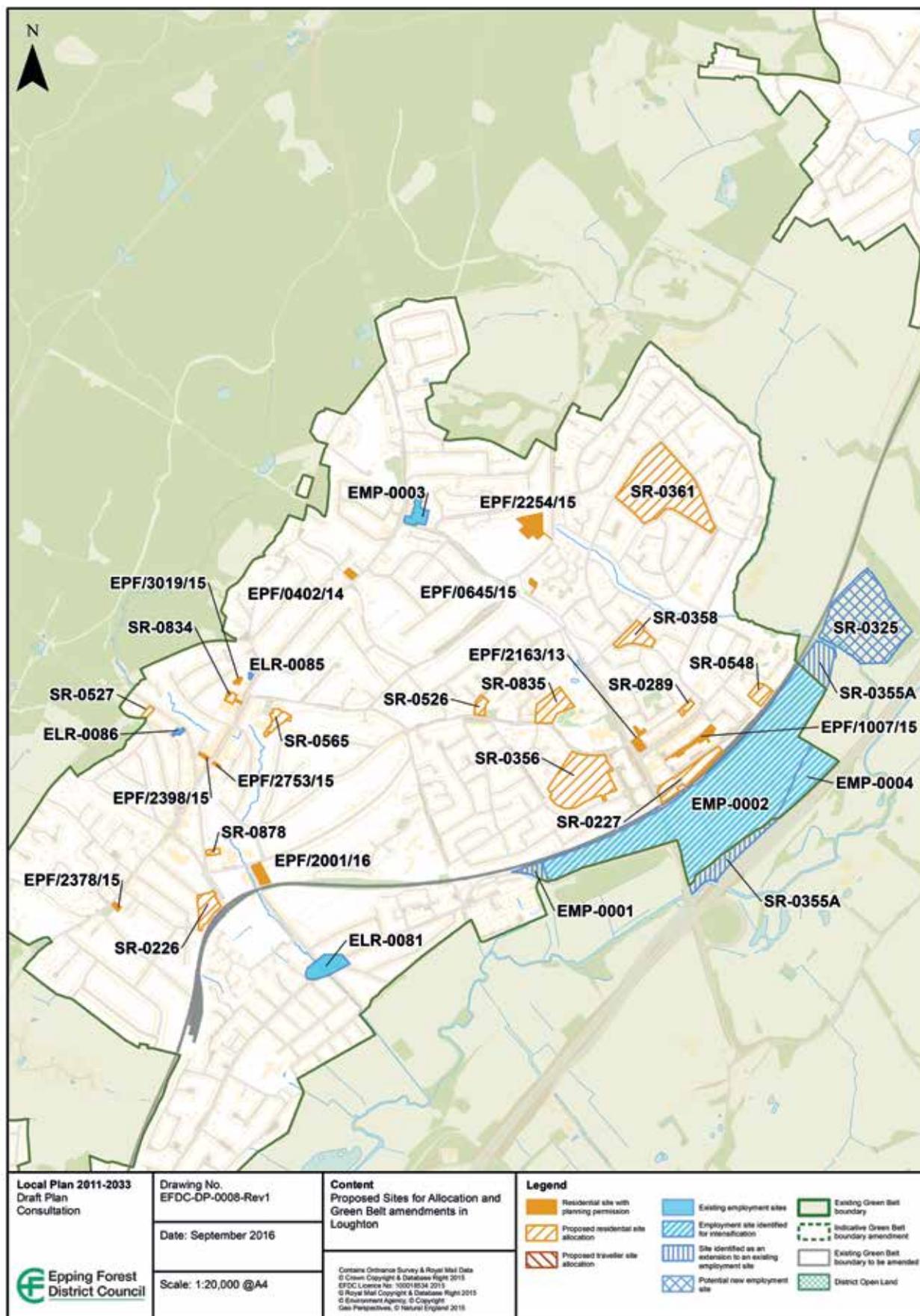
In accordance with Policy E 2, in Loughton High Road Town Centre, at least 70% of the ground floor Primary Retail Frontage and at least 35% of the ground floor Secondary Retail Frontage will be maintained in A1 use.

D. Small District Centre Uses

In accordance with Policy E 2, in Loughton Broadway District Centre, at least 60% of the ground floor Primary Retail Frontage will be maintained in A1 use.

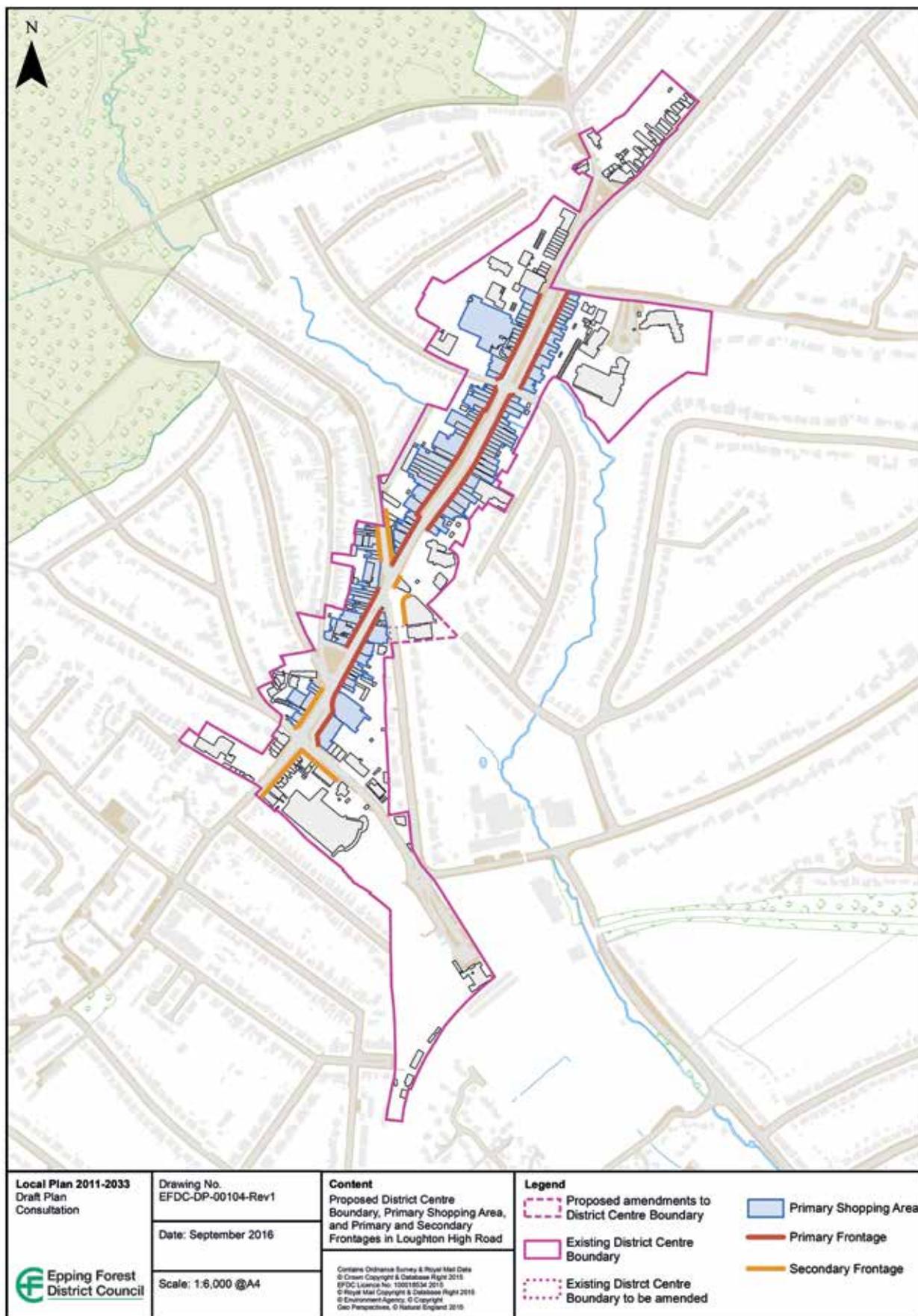
The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Figure 5.6 Site allocations for Loughton



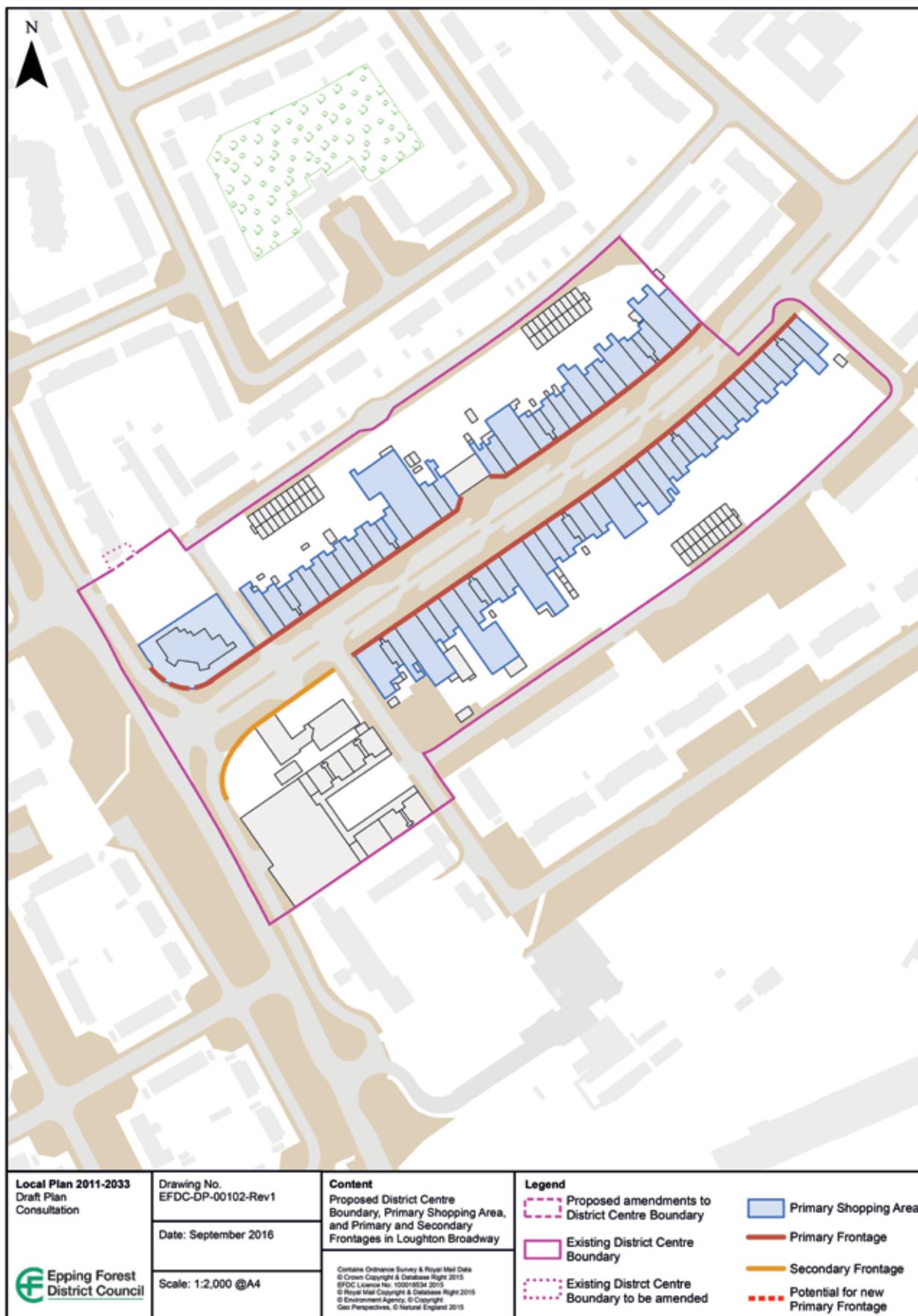
The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Figure 5.7 Town Centre Designations for Loughton



The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Figure 5.8 Small District Centre Designations for Loughton Broadway



The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Alternative options

Residential sites – spatial options

Expansion to the north of the settlement	This option, which is aligned with the southern expansion of Theydon Bois, would cause substantial harm to the Green Belt, risking coalescence between Loughton and Theydon Bois.
Expansion to the south-west of the settlement	Residential growth in this option is considered to be incompatible with existing commercial land uses. There is also a high risk of flooding.

Sites for traveller accommodation – spatial options

Traveller accommodation focused in parts of the District traditionally favoured by the travelling community	Epping Forest District Council's Gypsy and Traveller Accommodation Assessment Interim Briefing Note (2016) has indicated that the majority of newly arising housing need will be from the expansion of existing households. While this option is understood to be favoured by the travelling community it was felt that this option would place undue pressure on local infrastructure and services and therefore did not represent the most sustainable option to accommodating traveller accommodation.
Traveller accommodation focused in parts of the District not traditionally favoured by the travelling community	This option was not considered to be deliverable since it was not considered to be realistic to expect all additional households to form within the parts of the District not currently favoured by the travelling community.

Employment sites

No spatial options have yet been identified for employment sites. This will be considered as part of the further work being undertaken by the Council to identify employment site allocations.

Loughton High Road: Town Centre boundary – alternative option

Amend the Town Centre boundary to the south to exclude Loughton Station and its associated Car Park	Consultation suggested the removal of Loughton Station and Car Park from the Town Centre boundary due to their isolated position away from the main centre. Through the site selection process, Loughton Station Car Park has been identified as a potential development site (SR-0226). It is therefore considered this should be retained within the Centre.
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Loughton High Road: retail frontage – alternative options

Existing Key Frontage areas becomes Primary Retail Frontage. All Existing non-Key Frontage becomes Secondary Frontage	<p>The majority of existing non-Key Frontage contains a significant proportion of retail or other A Class Uses, which are complementary to the Primary Retail Frontage.</p> <p>A visual inspection of the uses within non-Key Frontages has identified some small clusters of non-retail uses which do not form part of a contiguous frontage.</p>
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Loughton Broadway: District Centre boundary – alternative option

Extend the existing Town Centre boundary identified in the Local Plan (1998) Maps Updated by Alterations (2006) to include the new Langston Road Retail Park	<p>Langston Road proposes a significant increase in retail provision in proximity to the Loughton Broadway Centre. Nevertheless, the 'out-of-town' nature and significant scale of the development is such that it would fundamentally change the nature of Loughton Broadway if included within it.</p> <p>The distance between Langston Road and Loughton Broadway is also significant and it is considered there is insufficient justification to extend the boundary to this extent.</p>
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The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Loughton Broadway: retail frontage – alternative options

Existing Key Frontage areas becomes Primary Retail Frontage

Visual inspection of the uses within the District Centre boundary identified that the existing non-Key Frontage within Loughton Broadway is not significantly different from the existing Key Frontage with regard to A1 Class Uses. The exclusion of this area from Primary Retail Frontage would not support achievement of the Council's aspirations for this centre.

New development of the former Winston Churchill pub will include A1 and A3 uses at ground floor level, and should form part of the Primary Retail Frontage.

- transport accessibility and congestion are key issues. There is no station, limited connectivity within the town, and access into the centre, particularly from the east of the settlement, could be improved;
- the settlement is bounded by the Lee Valley Regional Park (LVRP) to the north & west; and
- retail units in the historic centre are small, and are therefore at particular risk from Permitted Development conversions to residential uses.

5.53 Based on the findings from community consultation, stakeholder engagement and evidence based documents the following vision is proposed for Waltham Abbey:

Vision for Waltham Abbey

Waltham Abbey will be a revitalised District Centre, with a thriving daytime and night-time economy. 'Building on' its existing assets, including Waltham Abbey Church 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.

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.

Waltham Abbey

Vision and aspirations for Waltham Abbey

What you told us?

5.51 Responses from the Community Choices consultation and stakeholder engagement on the future of Waltham Abbey included:

- a concern about growth within the town, particularly to the east of the settlement away from the historic centre;
- concerns about the potential impact of development on the town's historic character. Any future change needs to be sensitive to this issue;
- a need for a better balance of housing types;
- a need for more start-up business units, and existing industrial sites should be supported and enhanced;
- improvements to Sun Street and Market Square are needed, and the need to promote Waltham Abbey as a historic/tourist attraction is important; and
- concerns regarding a lack of infrastructure and community facilities, particularly in the east of the settlement.

What are the key strengths and weaknesses to address in Waltham Abbey?

5.52 The following key strengths and weaknesses have been identified for Waltham Abbey:

- the town at present is somewhat 'lopsided', with the historic centre in the west of the settlement, and the majority of the rest of the settlement spreading out eastwards;

Preferred Approach

Residential sites

5.54 Draft Policy SP 2 sets out the estimated likely number of homes the Council will plan for in Waltham Abbey over the Plan period. The provision of approximately 800 homes has been informed by the aspiration for Waltham Abbey to provide a sustainable level of housing which supports regeneration of the settlement and retention of Town Centre services.

5.55 The Council has considered the possible spatial options to accommodate new homes at Waltham Abbey and concluded that there are three suitable spatial options:

- intensification within the existing settlement – provides opportunities to maximise existing urban brownfield land;

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

- expansion of the settlement to the south – provides a logical location for the expansion of the settlement, minimising harm to the Green Belt and the settlement character; and
- expansion of the settlement to the north – provides opportunities to promote housing development within close proximity to existing town centre services while minimising harm to the Green Belt.

5.56 Following an assessment of the suitability, availability and achievability of residential sites located within these spatial options, the Council has identified seven sites for potential allocation to meet the identified housing requirement, as illustrated in Figure 5.9. The Council will be undertaking further work to enable more detailed guidance to be provided on the proposed residential allocation within the Local Plan. It will also be holding discussions with promoters, with the aim of entering into Statements of Common Ground.

Sites for traveller accommodation

5.57 The Council has considered the possible spatial options to accommodate traveller accommodation across the District and concluded that the most suitable spatial option is to distribute pitches across the District. This option balances the preferences of the travelling community with not placing undue pressure on services in a single location.

5.58 The Council also considered whether there was a threshold for the number of pitches per site above or below which it was more or less suitable to provide traveller accommodation. Feedback from the local traveller community indicates that while there is no one ideal site size (in terms of number of pitches) generally smaller sites are preferred. This reflects the experience of the Council which considers that smaller sites (five pitches or below) tend to be more successful. Therefore for new traveller sites, the provision of up to five pitches is considered most appropriate. Where there is existing traveller provision on a site which has been assessed for intensification or extension, the Council considered that the existing provision and potential new provision should not exceed 10 pitches subject to detailed consideration of the suitability of the site.

Following an assessment of the suitability, availability and achievability of traveller sites, which met the criteria set out in the preceding paragraphs, the Council has identified one site for potential allocation, as illustrated in Figure 5.9.

Employment sites

5.59 Draft Policy E 1 sets out the Council's preferred approach to identifying sites for employment (B Class Use) uses. This is to support the redevelopment, renewal or extension of existing premises for their designated use before identifying new sites.

5.60 Waltham Abbey has existing employment land that has been identified:

- The Local Plan (1998) and Alterations (2006) identified five employment sites, two of which are currently in employment use: Brooker Road/Cartersfield Road Industrial Estate (EMP-0005); and Sainsbury's Distribution Centre/Royal Gunpowder Mills (EMP-0021);
- The Employment Land Review (2010) identified one existing employment site land at Woodgreen Road and Southend Road (ELR-0088); and
- Sites put forward in the SLAA are: Quaker Lane Car Park (SR-0283); Abbeyview Nursery (SR-0376); and land adjacent to the A121, south of Waltham Abbey (SR-0061B) identified for the provision of new employment uses. Brooker Road/Cartersfield Road Industrial Estate (EMP-0005); and Galley Hill Road Industrial Estate (SR-0375) identified for intensification; while Town Mead Sports Complex (SR-0382B) has been identified as an expansion to the Brooker Road/Cartersfield Road Industrial Estate.

5.61 The locations of the identified employment sites are illustrated in Figure 5.9.

5.62 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.

Alterations to the Green Belt boundary

5.63 The supporting text to Draft Policy SP 5 confirms that in order to deliver the Local Plan Strategy the Council proposes to alter the Green Belt boundary. Indicative alterations to the existing Green Belt boundary around Waltham Abbey are proposed to the south and north of the settlement to remove the proposed site allocations from the Green Belt. Some of the land removed from the Green Belt to the south is proposed to be designated as District Open Land (DOL), in accordance with Draft Policy SP 5.

5.64 In accordance with Draft Policy SP 5, alterations are also proposed to the west and north of the settlement to remove the Beaulieu Drive area and the Sainsbury's Distribution Centre and neighbouring residential area from the Green Belt. The proposed indicative alterations to the Green Belt boundary are illustrated in Figure 5.9.

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Infrastructure requirements

5.65 The supporting text to Draft Policy SP 2 confirms the importance of identifying and delivering key infrastructure to support residential and employment growth across the District. The infrastructure needs for Waltham Abbey will be set out in the Infrastructure Delivery Plan.

District Centre

5.66 Draft Policy E 2 identifies Waltham Abbey as a Small District Centre. This reflects the Council's aspiration for a revitalised centre with a maintained and enhanced historic character and local feel.

5.67 The District Centre is focused on the pedestrianised Sun Street and Market Square, which comprises large number of cafes and restaurants, but which also has a small comparison retail offer.

5.68 The Local Plan (1998) Maps Updated by Alterations (2006) identifies the District Centre boundary for Waltham Abbey. The Council proposes to alter the District Centre boundary to the east and west, in both cases reducing its extent. In the east, the new boundary is proposed to be formed by Sewardstone Road in order to remove the Tesco Superstore and surrounding units, which are more representative of an out-of-town retail area. Consolidation is also proposed to the west to remove a small cluster of non-retail uses. In accordance with the supporting text to Draft Policy E 2, a Primary Shopping Area is proposed with the District Centre boundary, as illustrated on Figure 5.10.

5.69 In accordance with Draft Policy E 2, the Council proposes to designate specific retail frontage areas. The Local Plan (1998) Maps Updated by Alterations (2006) identifies key frontages. It is proposed that the key frontage is amended to contain the following as illustrated on Figure 5.10:

- Primary Retail Frontage area – it is proposed that this reflects the existing Key Frontage areas, with extensions to cover all of the north side of Sun Street and Market Square up to Leverton Way. This area will be afforded the highest level of protection for A1 retail uses; and
- Secondary Retail Frontage areas – it is proposed that the Secondary Retail Frontage should comprise much of the existing non-Key Frontage along Highbridge Street (with the exception of a cluster of non-retail uses on the northern side), Church Street, the southern side of Market Square fronting onto Leverton Way, and a small parade of shops along fronting onto Sewardstone Road at the eastern end of Sun Street. Within the Secondary Retail Frontage a wider range of main town centre uses would be permitted.

Draft Policy P 3 Waltham Abbey

A. Residential sites

In accordance with Policy SP 2 the following sites are allocated for residential development:

- SR-0099* (Lea Valley Nursery, Crooked Mile) – approximately 463 homes;
- SR-0104 (land adjoining Parklands) – approximately 132 homes;
- SR-0219 (Fire Station, Sewardstone Road) – approximately 44 homes;
- SR-0381 (Darby Drive / Abbey Gardens Car Park) – approximately 17 homes[▲]
- SR-0385 (Ninefields, land at Hillhouse) – approximately 60 homes;
- SR-0541 (Waltham Abbey Community Centre, Saxon Way) – approximately 53 homes; and
- SR-0903 (Waltham Abbey Swimming Pool, Roundhills) – approximately 27 homes.

▲ Redevelopment of car parks will include new homes **and** retained car parking

Proposals for residential development will be expected to comply with the place shaping principles identified in Policy SP 4.

B. Traveller sites

In accordance with Policy SP 3 the following site is allocated for traveller accommodation:

- GRT_N_07* (Lea Valley Nursery, Crooked Mile) – 5 pitches

C. Infrastructure requirements

Infrastructure requirements must be delivered at a rate and scale to meet the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan.

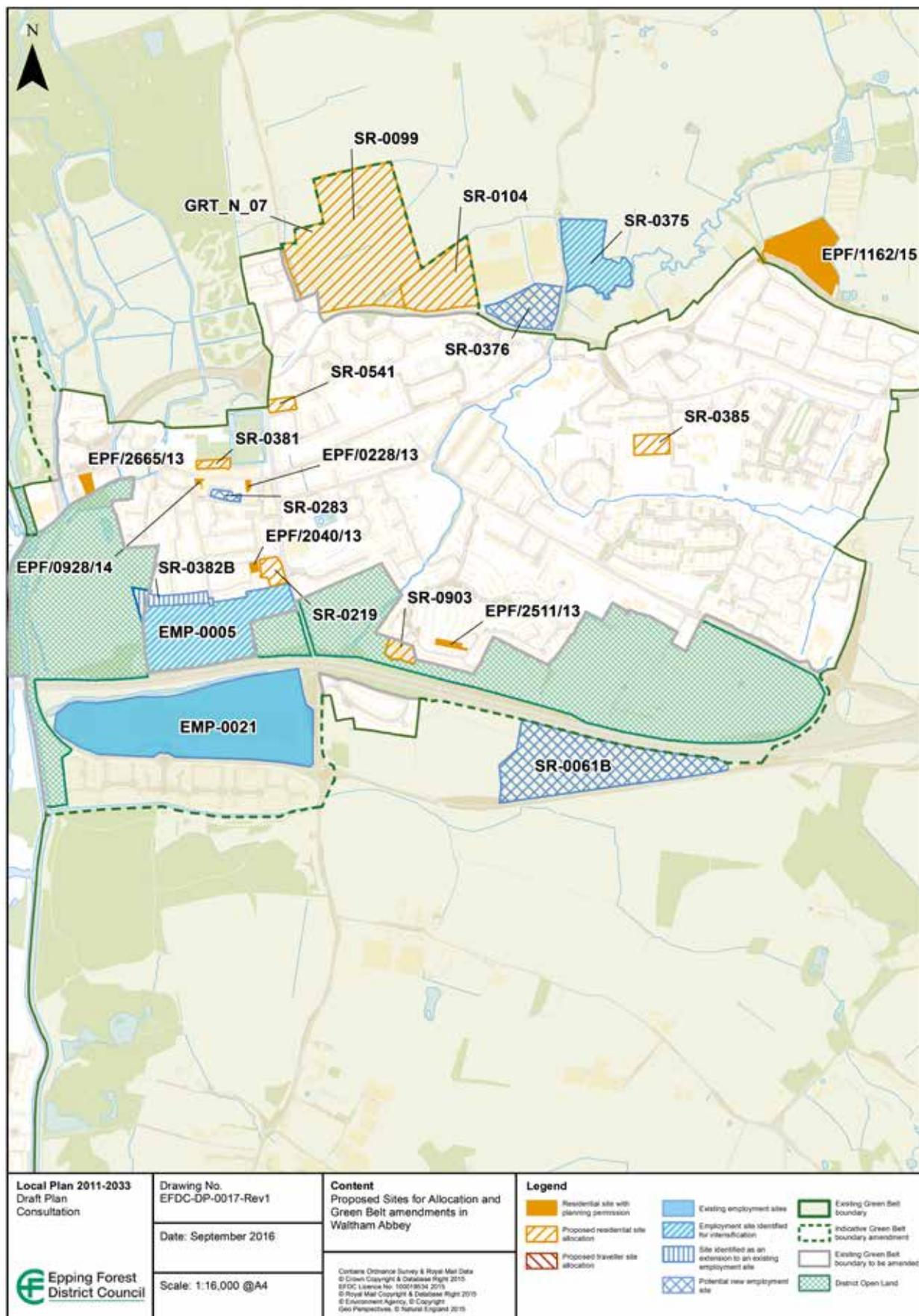
D. Small District Centre uses

In accordance with Policy E 2, in Waltham Abbey District Centre, at least 45% of the ground floor Primary Retail Frontage and at least 25% of the ground floor Secondary Retail Frontage will be maintained in A1 use.

* Traveller site GRT_N_07 comprises an area of land within residential site SR-0099.

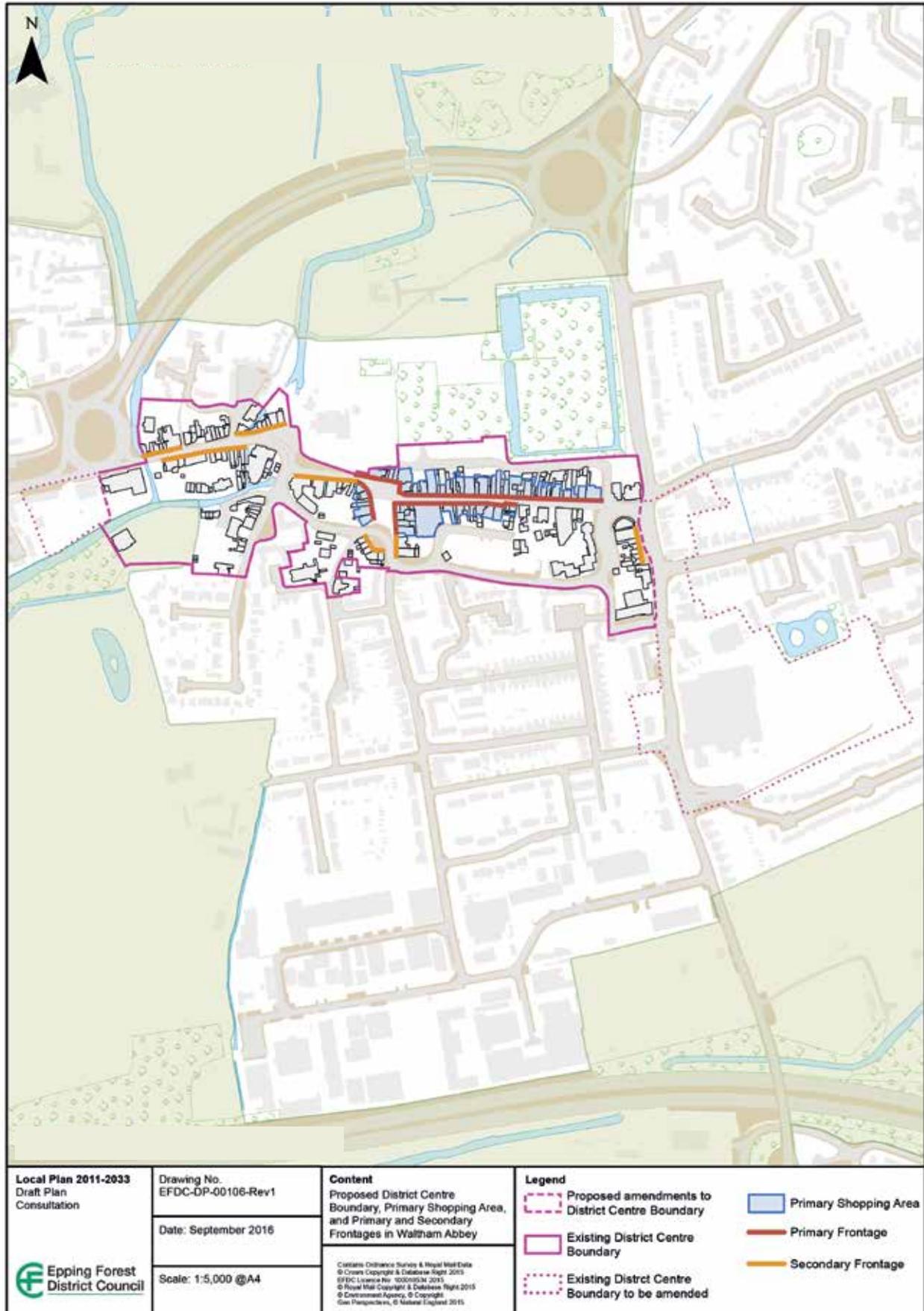
The Local Plan should be read as a whole. Proposals will be judged against all relevant policies¹

Figure 5.9 Site allocations for Waltham Abbey



The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Figure 5.10 Small District Centre Designations for Waltham Abbey



The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Alternative options

Residential sites – spatial options

Expansion of the settlement to the east	This option is the least favoured. It would result in unsustainable patterns of development, encouraging the further eastward growth of Waltham Abbey distant from the District Centre.
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Sites for traveller accommodation – spatial options

Traveller accommodation focused in parts of the District traditionally favoured by the travelling community	Epping Forest District Council's Gypsy and Traveller Accommodation Assessment Interim Briefing Note (2016) has indicated that the majority of newly arising housing need will be from the expansion of existing households. While this option is understood to be favoured by the travelling community it was felt that this option would place undue pressure on local infrastructure and services and therefore did not represent the most sustainable option to accommodating traveller need.
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Traveller accommodation focused in parts of the District not traditionally favoured by the travelling community	This option was not considered to be deliverable since it would not be realistic to expect all additional households to form within the parts of the District not currently favoured by the travelling community.
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Traveller needs accommodated in new sites with a proposed capacity of over five pitches	Feedback from the local traveller community indicates that while there is no one ideal site size (in terms of number of pitches) generally smaller sites are preferred. Historically larger sites for traveller accommodation within the District have not tended to integrate as effectively with the settled community, have generated more site management issues and have had a significant adverse impact on the character of an area. Given these impacts promoting such an approach is not considered consistent with the requirements of the planning policy for traveller sites.
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Waltham Abbey Church

Employment sites

No spatial options have yet been identified for employment sites. This will be considered as part of the further work being undertaken by the Council to identify employment site allocations.

District Centre boundary – alternative options

Retain the existing boundary identified in the Local Plan (1998) Maps Updated by Alterations (2006)	The District Centre boundary includes the area to the south-east (notably the Tesco Superstore), which is more characteristic of an edge of town/out of town retail area.
Extension across Sewardstone Road to include Lea Valley Church	Sewardstone Road is a busy road which acts as a clearly definable boundary, meaning that any extension to the centre which crosses the road may be unsuitable. The predominant uses within the small additional area proposed for inclusion are non-retail.

Retail frontage – alternative options

Existing Key Frontage becomes Primary Retail Frontage, with no other changes	The non-Key Frontage on the north side of Sun Street and in Market Square shows little difference in the proportion of A1 Class Uses to existing Key Frontage, and therefore its exclusion from the Primary Retail Frontage appears illogical.
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The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Chipping Ongar

Vision and aspirations for Chipping Ongar

What you told us?

5.70 Responses from the Community Choices consultation and stakeholder engagement on the future of Chipping Ongar included:

- ensure that Chipping 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;
- mixed views were expressed on the amount of development Chipping Ongar should accommodate. Some thought it should accommodate its share of the District's growth while others considered too much development was proposed through the Community Choices, which may affect existing residential amenity;
- concerns were raised about the proposed growth locations identified for the settlement in the Community Choices consultation due to traffic congestion and impacts on the landscape, Green Belt, heritage assets and school places; and
- there are opportunities to develop a greater commercial offer for the town including the potential redevelopment of the Fyfield Business Park.

What are the key strengths and weaknesses to address in Chipping Ongar?

5.71 The following key strengths and weaknesses have been identified for Chipping Ongar:

- Green Belt divides the settlement into the three primary areas (Chipping Ongar, Shelley and Marden Ash) resulting in breaks in the developed areas;
- there are several areas of flood risk within and around the settlement associated with the town's location between the River Roding and Cripsey Brook;
- there is an opportunity to promote local heritage assets, including Ongar Castle and the High Street Conservation Area, while protecting the historic character of the town.
- there is limited public transport accessibility in the Town; and
- there is capacity within the settlement's two primary schools and the newly opened secondary academy to cater for some growth.

5.72 Based on the findings from community consultation, stakeholder engagement and evidence based documents the following vision is proposed for Chipping Ongar:

Vision for Chipping Ongar

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.

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.

Preferred Approach

Residential sites

5.73 Draft Policy SP 2 sets out the estimated likely number of homes the Council will plan for in Chipping Ongar over the Plan period. The provision of approximately 600 homes has been informed by the aspiration for Chipping Ongar to remain self-sustaining, to ensure that sufficient homes are built to support existing services and to maximise the opportunities provided by the new secondary academy and capacity in the two primary schools.

5.74 The Council has considered the possible spatial options to accommodate new homes at Chipping Ongar and concluded that there are three suitable spatial options:

- intensification within the existing settlement – provides opportunities to maximise existing urban brownfield land;
- expansion of the settlement to the north – provides opportunities to promote housing development within close proximity to the new secondary academy and the existing primary school and health facility; and
- expansion of the settlement to the west – although less favoured than the two previous options, this location provides opportunities for expansion of the settlement while minimising harm to the character of the settlement and the surrounding landscape.

5.75 Following an assessment of the suitability, availability and achievability of residential sites located within these spatial options, the Council has identified nine sites for potential allocation to meet the identified housing requirement, as illustrated in Figure 5.11. The Council will be undertaking further work to enable more detailed guidance to be provided on the proposed residential allocation within the Local Plan. It will also be holding discussions with promoters, with the aim of entering into Statements of Common Ground.

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Sites for traveller accommodation

5.76 The Council has considered the possible spatial options to accommodate traveller accommodation across the District and concluded that the most suitable spatial option is to distribute pitches across the District. This option balances the preferences of the travelling community with not placing undue pressure on services in a single location. Based on the findings of the assessment undertaken by the Council no allocations for traveller accommodation are proposed at Chipping Ongar.

Employment sites

5.77 Draft Policy E 1 sets out the Council's preferred approach to identifying sites for employment (B Use Class) uses. This is to support the redevelopment, renewal or extension of existing premises for their designated use before identifying new sites.

5.78 Chipping Ongar has limited existing employment land that has been identified:

- The Employment Land Review (2010) identifies three employment sites, two of which are currently in employment use, both on the High Street (ELR-0076A and ELR-0076B);
- In the SLAA the Fyfield Business Park has been identified for further intensification for employment uses (SR-0173).

5.79 The locations of the identified employment sites are illustrated in Figure 5.11.

5.80 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.

Alterations to the Green Belt boundary

5.81 The supporting text to Draft Policy SP 5 confirms that in order to deliver the Local Plan Strategy the Council proposes to alter the Green Belt boundary. Indicative alterations to the existing Green Belt boundary around Chipping Ongar are proposed to the north/north-east and west of the settlement to remove the proposed site allocations from the Green Belt. In accordance with Draft Policy SP 5 an alteration is also proposed to the north-east of the settlement to remove The Gables residential development from the Green Belt. The proposed indicative alterations to the Green Belt boundary are illustrated in Figure 5.12.

Infrastructure requirements

5.82 The supporting text to Draft Policy SP 2 confirms the importance of identifying and delivering key infrastructure to support residential and employment growth across the District. The infrastructure needs for Chipping Ongar will be set out in the Infrastructure Delivery Plan.

District Centre

5.83 Draft Policy E 2 identifies Chipping Ongar as a Small District Centre. This reflects the Council's aspiration for the centre to continue to meet local retail needs during the day and into the evening.

5.84 The Small District Centre is characterised by a mix of retail, including a number of independent fashion retailers, and non-retail uses. The Council proposes to continue to support this existing retail concentration as well as maintaining a balance between retail and non-retail uses in order to support a vibrant centre based on the continuance of activities that attract footfall during the day and into the evening. A Local Shopping Centre (as designated in the Local Plan (1998) Maps Updated by Alterations (2006)) is located to the south of Chipping Ongar District Centre.

5.85 The Local Plan (1998) Maps Updated by Alterations (2006) identifies the District Centre boundary for Chipping Ongar. The Council proposes to alter the District Centre boundary to the south to include the existing retail units which are currently designated a Local Shopping Centre, since they effectively operate as a single retail area. In accordance with the supporting text to Draft Policy E 2, a Primary Shopping Area is proposed within the District Centre, as illustrated on Figure 5.12.

5.86 In accordance with Draft Policy E 2, the Council proposes to designate specific retail frontage areas. The Local Plan (1998) Maps Updated by Alterations (2006) identifies Key Frontages. It is proposed that the Key Frontage is replaced as illustrated on Figure 5.12:

- Primary Retail Frontage – it is proposed that this reflects the existing Key Frontage areas. This area will be afforded the highest level of protection for A1 retail uses; and
- Secondary Retail Frontage – it is proposed that the majority of those frontages within the District Centre boundary that are not proposed for designation as Primary Retail Frontage would be Secondary Retail Frontage. Within the Secondary Retail Frontage a wider range of main town centre uses would be permitted.

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Draft Policy P 4 Chipping Ongar

A. Residential sites

In accordance with Policy SP 2 the following sites are allocated for residential development:

- i) SR-0067i (land to the west of Chipping Ongar) – approximately 73 homes;
- ii) SR-0102 (land to the rear of 57a and 57b Fyfield Road) – approximately 16 homes;
- iii) SR-0120 (Bowes Field) – approximately 135 homes;
- iv) SR-0184 (land adjacent to High Ongar Road) – approximately 30 homes;
- v) SR-0185 (land adjacent to High Ongar Road) – approximately 124 homes;
- vi) SR-0186 (land adjacent to Chelmsford Road (A414) near the Four Wantz roundabout) – approximately 12 homes;
- vii) SR-0390 (Greenstead Road) – approximately 175 homes;
- viii) SR-0842 (Car park at The Stag public house, Brentwood Road) – approximately 10 homes; and
- ix) SR-0848 (Chipping Ongar Leisure Centre, The Gables) – approximately 24 homes.

Proposals for residential development will be expected to comply with the place shaping principles identified in Policy SP 4.

B. Infrastructure requirements

Infrastructure requirements must be delivered at a rate and scale to meet the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan.

C. Small District Centre uses

In accordance with Policy E 2, in Chipping Ongar District Centre, at least 50% of the ground floor Primary Retail Frontage and at least 45% of the ground floor Secondary Retail Frontage will be maintained in A1 use.



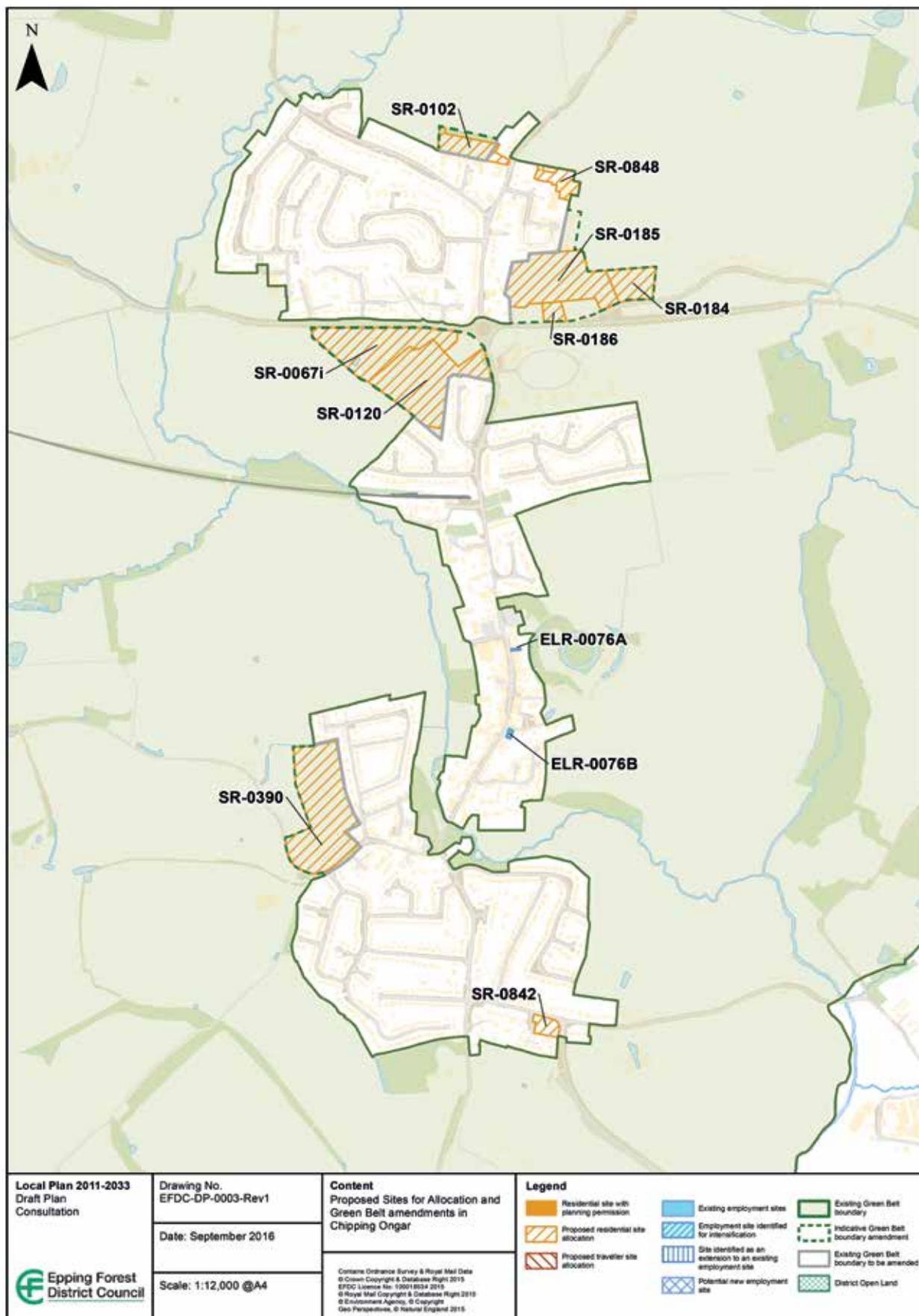
Ongar High Street



Ongar High Street

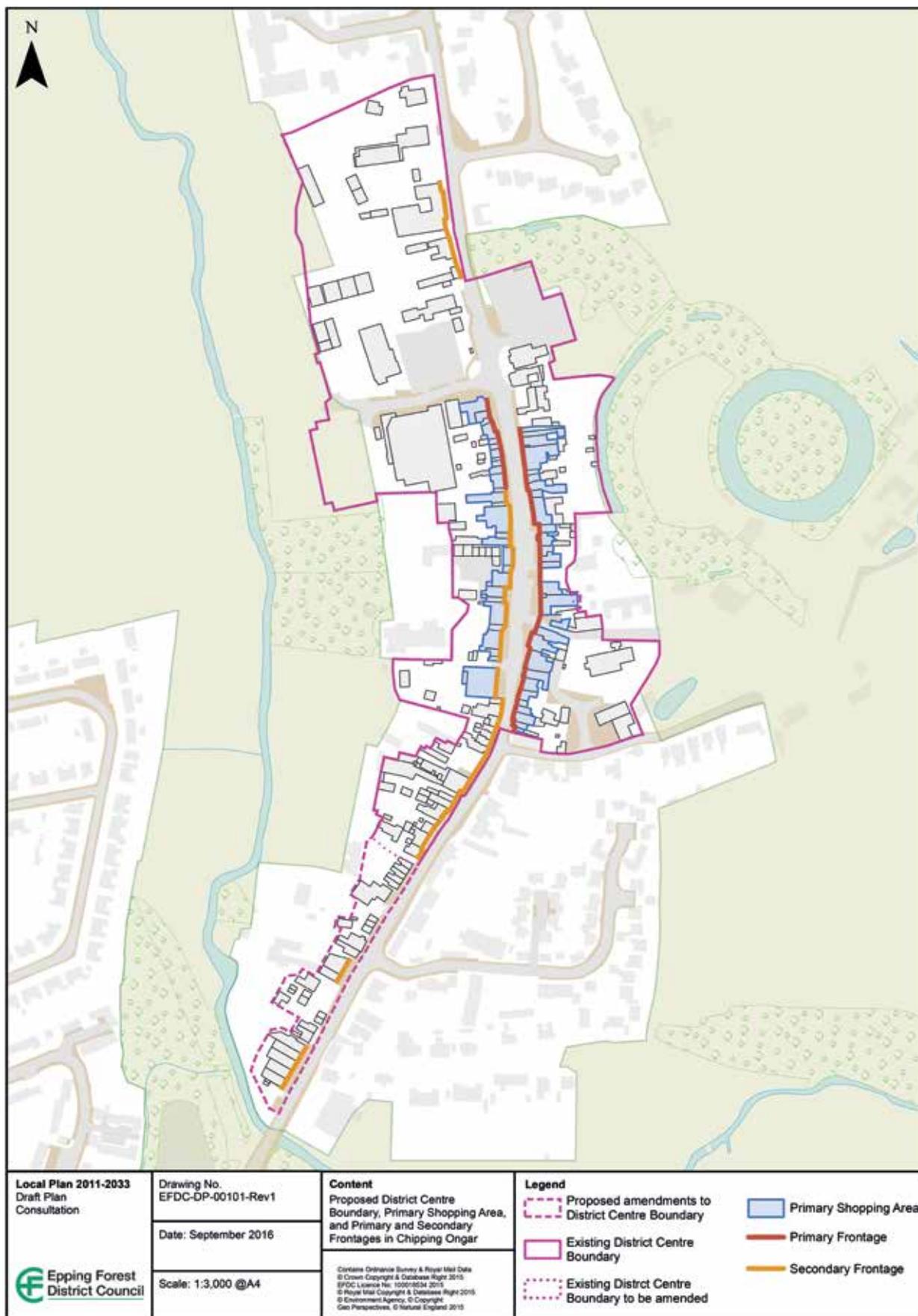
The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Figure 5.11 Site allocations for Chipping Ongar



The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Figure 5.12 Small District Centre Designations for Chipping Ongar



The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Alternative options

Residential sites – spatial options

Expansion to the south of the settlement	These options would significantly harm the Green Belt, compromise the historic setting of Ongar, and are locations which are more sensitive in landscape terms. Expansion to the east of the settlement could also harm the Scheduled Monument Ongar Castle.
Expansion to the east of the settlement	

Sites for traveller accommodation – spatial options

Traveller accommodation focused in parts of the District traditionally favoured by the travelling community	Epping Forest District Council's Gypsy and Traveller Accommodation Assessment Interim Briefing Note (2016) has indicated that the majority of newly arising housing need will be from the expansion of existing households. While this option is understood to be favoured by the travelling community it was felt that this option would place undue pressure on local infrastructure and services and therefore did not represent the most sustainable option to accommodating traveller accommodation.
Traveller accommodation focused in parts of the District not traditionally favoured by the travelling community	This option was not considered to be deliverable since it was not considered to be realistic to expect all additional households to form within the parts of the District not currently favoured by the travelling community.

Employment sites

No spatial options have yet been identified for employment sites. This will be considered as part of the further work being undertaken by the Council to identify employment site allocations.

District Centre boundary – alternative option

Retain the existing Town Centre boundary identified in the Local Plan (1998) Maps Updated by Alterations (2006)	The Local Plan (1998) and Alterations (2006) includes a Town Centre boundary in the centre of the settlement with a Local Shopping Centre located to the south. The Local Shopping Centre provides local convenience retail while the Town Centre provides a wider range of convenience and comparison retail as well as non-retail uses. The distance between the two designated centres is limited and therefore they effectively operate as a single retail area. It is therefore not considered appropriate to designate these two areas differently since they both form part of the District Centre.
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Retail frontage – alternative options

Extend the Primary Retail Frontage along the High Street	Extending the length of the Primary Retail Frontage would reduce the area for other complementary non-retail (A1) uses, which provide a draw to the District Centre. Given the limited additional demand for retail floorspace within the District, the Council considers there may be insufficient demand to support an extension to the length of Primary Retail Frontage.
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The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Buckhurst Hill

Vision and aspirations for Buckhurst Hill

What you told us?

- 5.87 Responses from the Community Choices consultation and stakeholder engagement on the future of Buckhurst Hill included:
- Ensure the semi-rural character of the town is maintained, and development should protect the separation between Buckhurst Hill and Loughton.
 - Mixed views regarding the proposed growth locations for Buckhurst Hill in the Community Choices consultation. Support for the growth locations was due to the relatively small size of sites which would have a limited negative impact in comparison to larger sites in other settlements. Concerns were raised that development of these locations would impact negatively on the character of the immediate area.
 - Concerns about the proposed amount and density of development which would be out of character with the already over-crowded area.
 - Suggested opportunities for the provision of local jobs in Buckhurst Hill to reduce dependency on employment in London, and reduce commuting out of the area.
 - Promote a viable and vibrant shopping area at Queens Road, through encouraging sustainable economic growth in the centre.

What are the key strengths and weaknesses to address in Buckhurst Hill?

- 5.88 The following strengths and weaknesses have been identified for Buckhurst Hill:
- Epping Forest, the Green Belt and the Roding Valley Flood Plain, restrict the potential for expansion and growth.
 - Traffic congestion is an issue within Buckhurst Hill, with particular pinch points around Queen's Road, Station Way, and Princes Road.
 - Commuter parking causes significant issues in the area, with Controlled Parking Zones placing increased pressure on residential areas.
 - Existing education and health care facilities are at capacity or oversubscribed, which is a potential impediment to future development of the settlement.

- 5.89 Based on the findings from community consultation, stakeholder engagement and evidence based documents the following vision is proposed for Buckhurst Hill:

Vision for Buckhurst Hill

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 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 its good public transport accessibility. Future development will take into account the local feel of the settlement and should maintain separation from Loughton.

Preferred Approach

Residential sites

- 5.90 Draft Policy SP 2 sets out the estimated likely number of homes the Council will plan for in Buckhurst Hill over the Plan period. The provision of approximately 90 homes has been informed by the aspiration for Buckhurst Hill to continue to support successful retail and professional services employment while retaining its local feel.
- 5.91 The Council has considered the possible spatial options to accommodate new homes at Buckhurst Hill and concluded that there is one suitable spatial option which comprises intensification within the existing Town Centre. This option provides opportunities to maximise existing urban brownfield land.
- 5.92 Following an assessment of the suitability, availability and achievability of residential sites located within this spatial option, the Council has identified three sites for potential allocation to meet the identified housing requirement, as illustrated in Figure 5.13. The Council will be undertaking further work to enable more detailed guidance to be provided on the proposed residential allocation within the Local Plan. It will also be holding discussions with promoters, with the aim of entering into Statements of Common Ground.

Sites for traveller accommodation

- 5.93 The Council has considered the possible spatial options to accommodate traveller accommodation across the District and concluded that the most suitable spatial option is to distribute pitches across the District. This option balances the preferences of the travelling community with not placing undue pressure on services in a single location. Based on the findings of the assessment undertaken by the Council no allocations for traveller accommodation are proposed at Buckhurst Hill.

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Employment sites

- 5.94 Draft Policy E 1 sets out the Council's preferred approach to identifying sites for employment (B use class) uses. This is to support the redevelopment, renewal or extension of existing premises for their designated use before identifying new sites.
- 5.95 Buckhurst Hill has some existing employment land that has been identified. The Employment Land Review (2010) identified two employment sites, one of which is currently in employment use, on Queens Road (ELR-0080B). The location of the identified employment site is illustrated in Figure 5.13.
- 5.96 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.

Alterations to the Green Belt boundary

- 5.97 The supporting text to Draft Policy SP 5 confirms that in order to deliver the Local Plan Strategy the Council proposes to alter the Green Belt boundary. Indicative alterations to the existing Green Belt boundary around Buckhurst Hill are proposed to the north of the settlement to remove the proposed site allocations from the Green Belt. The proposed indicative alterations to the Green Belt boundary are illustrated in Figure 5.13.

Infrastructure requirements

- 5.98 The supporting text to Draft Policy SP 2 confirms the importance of identifying and delivering key infrastructure to support residential and employment growth across the District. The infrastructure needs for Buckhurst Hill will be set out in the Infrastructure Delivery Plan.

District Centre

- 5.99 Draft Policy E 2 identifies Buckhurst Hill as a Small District Centre. This reflects the Council's aspiration for the centre to continue its current role of supporting a successful and prosperous high street, with a focus on independent retail. A Local Shopping Centre, as designated in the Local Plan (1998) and Alterations (2006), is located to the west of Buckhurst Hill District Centre.
- 5.100 The Small District Centre is characterised by a range of retailers, with a number of retail units comprising independent fashion and beauty-related uses. The Council proposes to continue to support these existing retail concentrations as well as maintaining a balance between retail and non-retail uses in order to support a vibrant centre based on the continuance of activities that attract footfall during the day and to a lesser extent into the evening.

- 5.101 The Local Plan (1998) Maps Updated by Alterations (2006) identifies the District Centre boundary for Buckhurst Hill. The Council proposes a minor alteration to the District Boundary to include 86 Queen's Road, an A1 unit currently falling outside by the existing boundary. In accordance with the supporting text to Draft Policy E 2, a Primary Shopping Area is proposed within the District Centre as illustrated on Figure 5.14.
- 5.102 In accordance with Draft Policy E 2, the Council proposes to designate specific retail frontage areas. The Local Plan (1998) Maps Updated by Alterations (2006) identifies Key Frontages. It is proposed that the Key Frontage is replaced as illustrated on Figure 5.14:
- Primary Retail Frontage – it is proposed that this reflects the existing Key Frontage areas. This area will be afforded the highest level of protection for A1 retail uses.
 - Secondary Retail Frontage – it is proposed that those retail frontages within the Small District Centre boundary that are not proposed for designation as Primary Retail Frontage would be Secondary Retail Frontage (with the exception of the nursery school which is set back from the road on the corner of King's Avenue). Within the Secondary Retail Frontage a wider range of main town centre uses would be permitted.

Draft Policy P 5 Buckhurst Hill

A. Residential sites

In accordance with Policy SP 2 the following sites are allocated for residential development:

- SR-0176 (St Just, Powell Road) – approximately 30 homes;
- SR-0225 (Lower Queens Road Car Park) – approximately 44 homes[▲]; and
- SR-0813 (stores at Lower Queens Road) – approximately 11 homes.

▲ Redevelopment of car parks will include new homes and retained car parking

Proposals for residential development will be expected to comply with the place shaping principles identified in Policy SP 4.

B. Infrastructure requirements

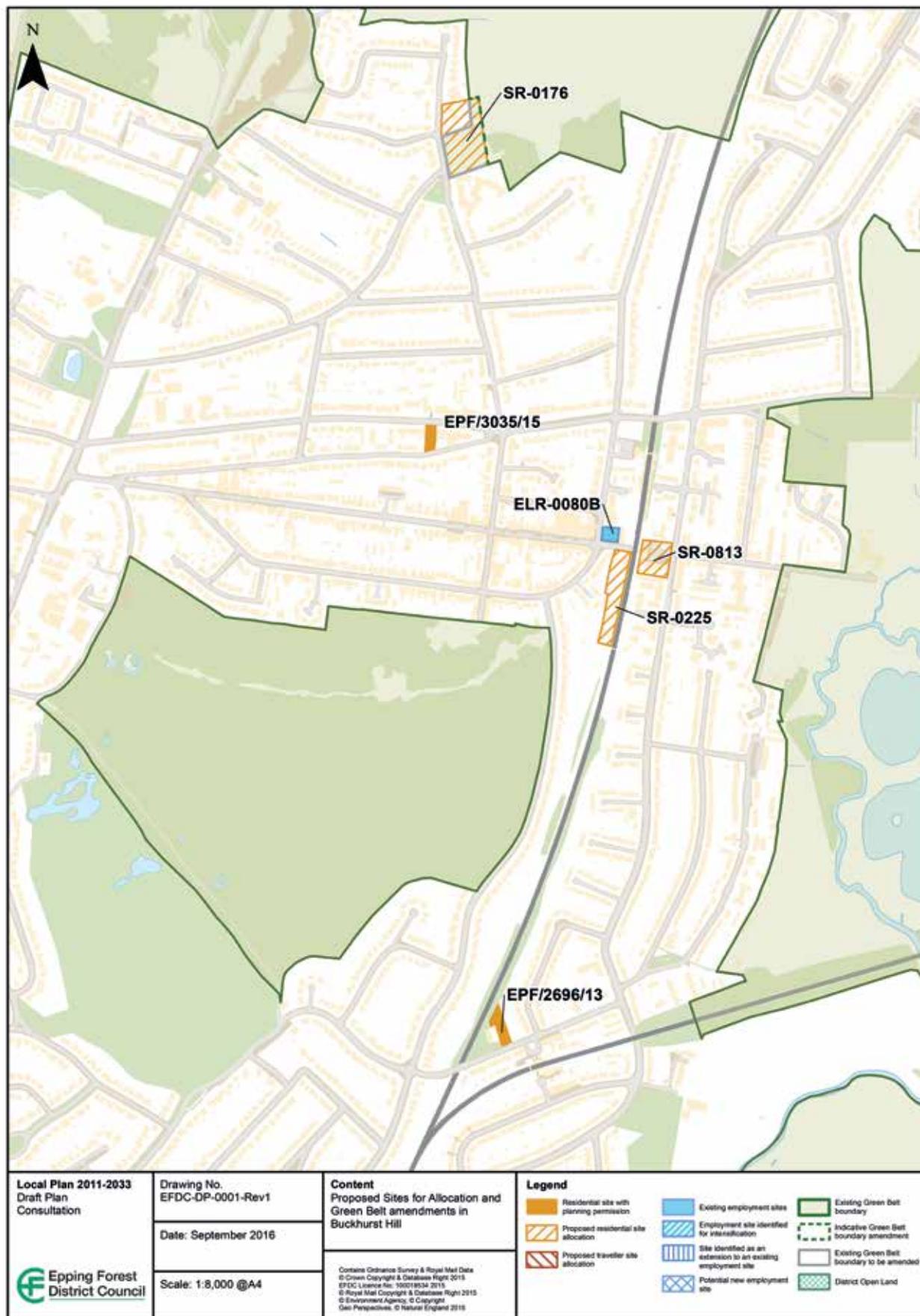
Infrastructure requirements must be delivered at a rate and scale to meet the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan.

C. Small District Centre uses

In accordance with Policy E 2, in Buckhurst Hill District Centre, at least 65% of the ground floor Primary Retail Frontage and at least 40% of the ground floor Secondary Retail Frontage will be maintained in A1 use.

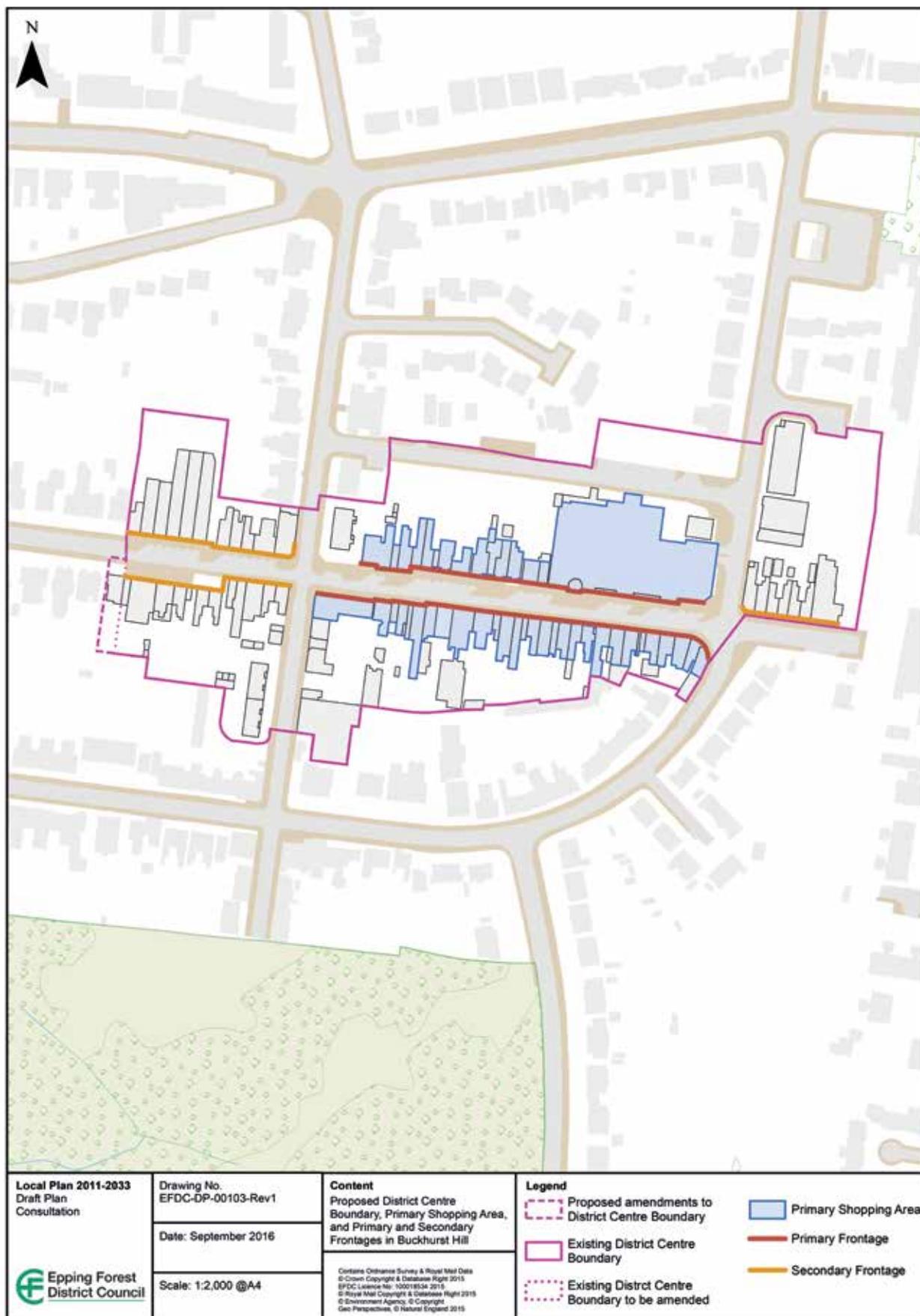
The Local Plan should be read as a whole. Proposals will be judged against all relevant policies¹

Figure 5.13 Site allocations for Buckhurst Hill



The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Figure 5.14 Small District Centre Designations for Buckhurst Hill



The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Alternative options

Residential sites – spatial options

No alternative spatial options have been identified for residential sites in relation to Buckhurst Hill.

Sites for traveller accommodation – spatial options

<p>Traveller accommodation focused in parts of the District traditionally favoured by the travelling community</p>	<p>Epping Forest District Council's Gypsy and Traveller Accommodation Assessment Interim Briefing Note (2016) has indicated that the majority of newly arising housing need will be from the expansion of existing households. While this option is understood to be favoured by the travelling community it was felt that this option would place undue pressure on local infrastructure and services and therefore did not represent the most sustainable option to accommodating traveller accommodation.</p>
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<p>Traveller accommodation focused in parts of the District not traditionally favoured by the travelling community</p>	<p>This option was not considered to be deliverable since it was not considered to be realistic to expect all additional households to form within the parts of the District not currently favoured by the travelling community.</p>
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Employment sites

No spatial options have yet been identified for employment sites. This will be considered as part of the further work being undertaken by the Council to identify employment site allocations



Buckhurst Hill Station

District Centre boundary – alternative option

Expansion of the existing Town Centre boundary identified in the Local Plan (1998) Maps Updated by Alterations (2006) to include the Local Shopping Centre to the west of the Town Centre

The distance between the two centres is considered to be too significant to warrant inclusion within the same District Centre boundary.

A visual inspection of ground floor uses within both centres showed a range of retail and other A Class Uses. It is therefore considered that these centres operate independently of each other.

Retail frontage – alternative option

All frontage in the centre becomes Primary Retail Frontage

Although there is some dilution of A1 Class Uses in the existing Key Frontage, the proportion remains high, which supports retention of existing Key Frontage as Primary Retail Frontage.

The area to the west of King's Avenue (currently non-Key Frontage) contains a larger proportion of non-retail (non A1 Class Uses) compared to the existing Key Frontage, making it less suitable as Primary Retail Frontage.

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

North Weald Bassett

5.103 The Council has produced a number of studies to consider the potential future of the airfield. In 2014 the findings from these studies were integrated into a wider masterplan for the village which presents a long term vision and aspirations for the village. The proposals presented within the North Weald Bassett Masterplanning Study ('the Study') were subject to public consultation and reported to Cabinet in October 2014. The content of the North Weald Bassett masterplan has informed the proposals contained within this sub-section. For the purpose of this Plan when reference is made to 'North Weald Bassett' it refers to the settlement of North Weald Bassett, recognising that the Parish encompasses North Weald Village, Thornwood and Hastingwood.

Vision and aspirations for North Weald Bassett

What you told us?

- 5.104 Responses from the Community Choices consultation and stakeholder engagement on the future of North Weald Bassett included:
- concerns were raised about the proposed growth locations identified for the settlement in the Community Choices consultation due to impacts on footpaths/bridleways; flood risk; traffic congestion and primary school capacity;
 - recognition of the opportunity for development at the airfield. Mixed views were expressed on the type of development that should be promoted at the airfield site. Options identified included continued aviation-related uses or redevelopment for leisure and recreation, residential and other employment uses;
 - support for improvements to the design and appearance of shop fronts to support a vibrant retail offer in the settlement.
- 5.105 Feedback received to the consultation on the proposals contained in the North Weald Bassett Masterplanning Study included:
- support for the proposed principles for new development;
 - Scenario B (with no growth to the south of the settlement) was identified as the preferred approach for new development in the village; and
 - future development should be supported by improvements to transport infrastructure and local services such as healthcare and schools.

What are the key strengths and weaknesses to address in North Weald Bassett?

- 5.106 The following key strengths and weaknesses have been identified for North Weald Bassett.
- the airfield represents a significant opportunity, which should be maximised.
 - the settlement has limited public transport accessibility and a poor pedestrian and cycling environment;
 - North Weald Bassett is reliant on other settlements for key services including health, non-primary education and retail. There is an opportunity to improve local services; and;
 - the area to the south of the settlement is highly sensitive to landscape change and views across the Ongar Redoubt Hill are an asset to the character of the local area.

What is the vision for North Weald Bassett?

- 5.107 The Study includes a section on the vision for the settlement, which summarises the valued characteristics of the settlement and potential opportunities which should be maximised through the masterplan:
- "North Weald Bassett has a number of great assets including, but not limited to, the settlement's relationship with the surrounding green open space, stand-out historic buildings, a range of housing types which can support a mixed community and the heritage and current economic role of the North Weald Airfield. However, the settlement could also benefit from investment to strengthen the existing commercial centre and establish North Weald Bassett as a sustainable place in its own right with an active community life."
- 5.108 The Council proposes to refine the statements made in the Study to create a vision statement for the settlement. The following vision incorporates the findings of the Masterplanning study as well as those identified through further stakeholder engagement and evidence based documents:

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies*

Vision for North Weald Bassett

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.

Future development will be supported by improved health, education and leisure services, strengthened local retail offer and enhanced sustainable and public transport provision.

Preferred Approach

Residential sites

- 5.109 Draft Policy SP 2 sets out the estimated likely number of homes the Council will plan for in North Weald Bassett over the Plan period. The provision of approximately 1,580 homes has been informed by the aspirations set out in the North Weald Bassett Masterplan, which identifies the potential for the village to accommodate between 500 and 1,600 homes.
- 5.110 As part of developing the masterplan, the Study considered the different levels of growth for North Weald Bassett and possible spatial options to accommodate new homes. Two scenarios for the spatial distribution were tested, and within each there were three options for the level of residential growth. The Study concluded that the most suitable option was Scenario B, which promotes development to the north of the settlement, which is a less sensitive location in landscape terms and promotes a more compact settlement pattern. Under scenario B, the three growth options considered were (1) low growth 463; (2) medium growth 1,202; and (3) high growth 1,616. This Draft Local Plan includes a proposed allocation at the higher end of the ranges tested by the Masterplanning Study, having taken into account land availability elsewhere in the District and a desire to achieve a sustainable form of development that will also provide the required infrastructure.
- 5.111 Following an assessment of the suitability, availability and achievability of residential sites located within the spatial extent of Scenario B, the Council has identified eight sites outside of the airfield for potential allocation, which could provide approximately 1,360 homes. In addition, the Council considers it may be possible to accommodate around 225 homes on parts of the airfield identified for residential use in the Study subject to more detailed testing. The locations for these homes are illustrated in Figure 5.15.

- 5.112 The Council will be undertaking further work to enable more detailed guidance to be provided on the proposed residential allocation within the Local Plan. It will also be holding discussions with promoters, with the aim of entering into Statements of Common Grounds.
- 5.113 As part of the employment work being undertaken to support the Local Plan the Council will be refining its proposals for the airfield including the mix of uses provided on-site.

Sites for traveller accommodation

- 5.114 The Council has considered the possible spatial options to accommodate traveller accommodation across the District and concluded that the most suitable spatial option is to distribute pitches across the District. This option balances the preferences of the travelling community with not placing undue pressure on services in a single location.
- 5.115 The Council also considered whether there was a threshold for the number of pitches per site above or below which it was more or less suitable to provide traveller accommodation. Feedback from the local traveller community indicates that while there is no one ideal site size (in terms of number of pitches) generally smaller sites are preferred. This reflects the experience of the Council which considers that smaller sites (five pitches or below) tend to be more successful. Therefore for new traveller sites, the provision of up to five pitches is considered most appropriate. Where there is existing traveller provision on a site which has been assessed for intensification or extension, the Council considered that the existing provision and potential new provision should not exceed 10 pitches subject to detailed consideration of the suitability of the site.
- 5.116 Following an assessment of the suitability, availability and achievability of traveller sites, which met the criteria set out in the preceding paragraphs, the Council has identified one site for potential allocation, as illustrated in Figure 5.15.

Employment sites

- 5.117 Draft Policy E 1 sets out the Council's preferred approach to identifying sites for employment (B Class Uses) uses. This is to support the redevelopment, renewal or extension of existing premises for their designated use before identifying new sites.

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

5.118 North Weald Bassett has significant existing employment land that has been identified:

- The Local Plan (1998) and Alterations (2006) identified four employment sites, three of which are currently in employment use: Merlin Way at North Weald Airfield (EMP-0015); the Apron of North Weald Airfield (EMP-0016); and land at Tylers Green (EMP-0019). The Apron site has been identified for intensification;
- The Employment Land Review 2010 identifies one further site of existing employment land: New House Farm at Vicarage Lane (ELR-0097); and
- The SLAA has identified an additional existing employment site for intensification: Weald Hall Farm Industrial Estate (SR-0415) and two new sites for provision of new employment uses: North Weald Airfield (SR-0119); and Redricks and North Weald Nurseries (SR-0418).

5.119 The locations of the identified employment sites are illustrated in Figure 5.15.

5.120 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.

Alterations to the Green Belt boundary

5.121 The supporting text to Draft Policy SP 5 confirms that in order to deliver the Local Plan Strategy the Council proposes to alter the Green Belt boundary. Indicative alterations to the existing Green Belt boundary around North Weald Bassett are proposed to the north to remove the proposed site allocations from the Green Belt. In accordance with Draft Policy SP 5 an alteration is also proposed to the south of the settlement to remove residential development around Tempest Mead from the Green Belt. In response to this proposed alteration to the Green Belt boundary and in accordance with Draft Policy SP 5, land between the Tempest Mead residential area and Dukes Close is proposed for designation as District Open Land. The proposed indicative alterations to the Green Belt boundary and extent of District Open Land are illustrated in Figure 5.15.

Infrastructure requirements

5.122 The supporting text to Draft Policy SP 2 confirms the importance of identifying and delivering key infrastructure to support residential and employment growth across the District. The infrastructure needs for North Weald Bassett will be set out in the Infrastructure Delivery Plan.

Town centre

5.123 The North Weald Bassett Masterplan identifies the delivery of an improved centre (identified as a local shopping centre in the Local Plan (1998) and Alterations (2006)) and new smaller second centre at Tylers Green to support the proposed residential and employment development in the village. The Council will require new retail provision to be incorporated into planning applications which support the delivery of the North Weald Bassett Masterplan. Any new retail development should accord with the requirements of Draft Policy E 2.

Draft Policy P 6 North Weald Bassett

A. Residential sites

In accordance with Policy SP 2 the following sites are allocated for residential development:

- SR-0003 (fields east and west of Church Lane, north of Lancaster Road) – approximately 276 homes;
- SR-0036* (land at Blumans Farm, west of Tylers Green) – approximately 288 homes;
- SR-0072 (land at Tylers Farm, High Road) – approximately 21 homes;
- SR-0119 (land at North Weald Airfield) – approximately 225 homes;
- SR-0158A (land south of Vicarage Lane) – approximately 590 homes;
- SR-0195B (land to the north of Vicarage Lane) – approximately 91 homes;
- SR-0417 (land east of Church Lane/west of Harrison Drive) - approximately 49 homes;
- SR-0455 (Chase Farm Business Centre, Vicarage Lane West) – approximately 27 homes; and
- SR-0512 (St Clements, Vicarage Lane West) – approximately 11 homes.

Proposals for residential development will be expected to comply with the place shaping principles identified in Policy SP 4.

B. Traveller sites

In accordance with Policy SP 3 the following site is allocated for traveller accommodation:

- GRT_N_06* (land at Blumans Farm, west of Tylers Green) – 5 pitches

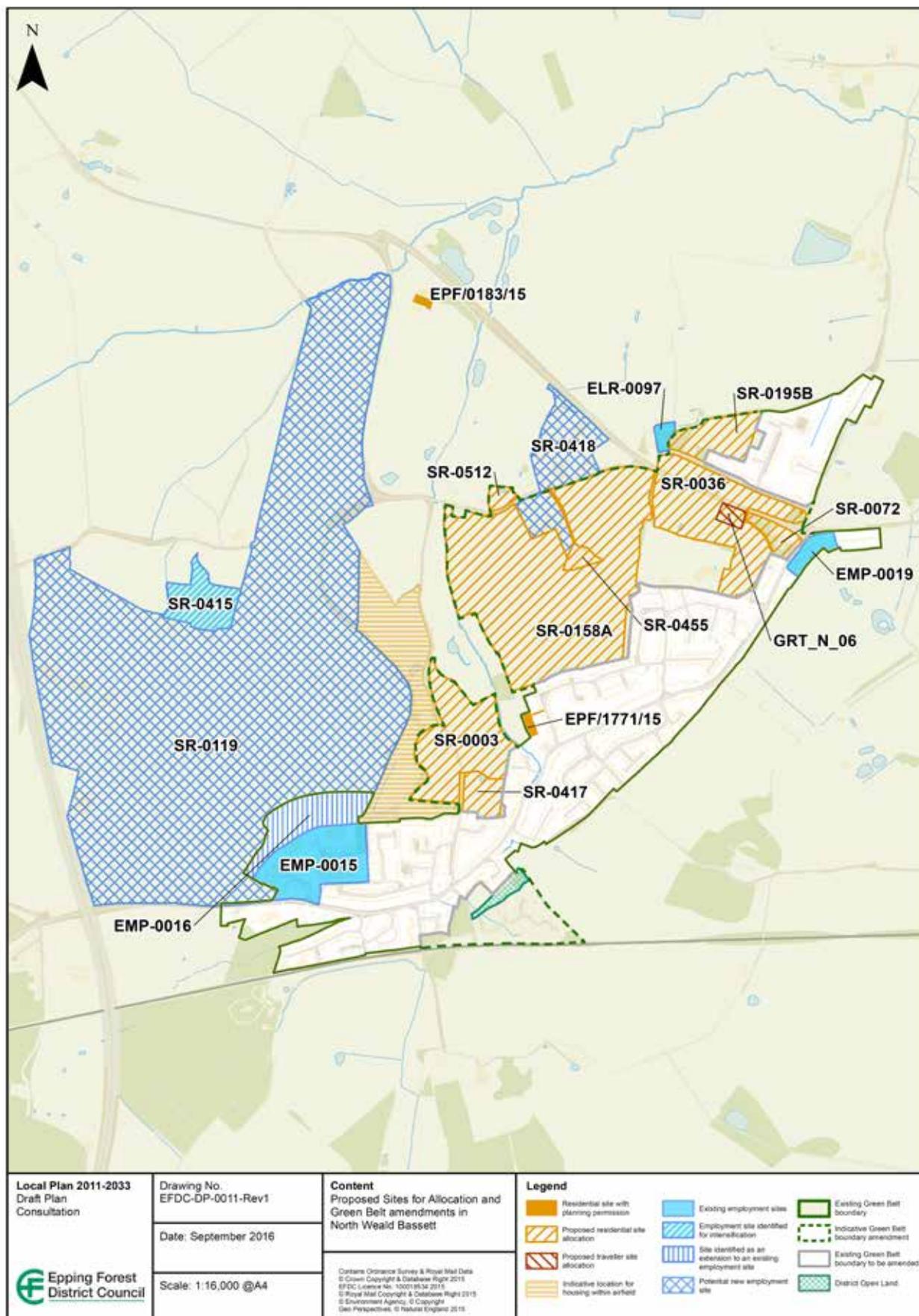
* Traveller site GRT_N_06 comprises an area of land within residential site SR-0036.

C. Infrastructure requirements

Infrastructure requirements must be delivered at a rate and scale to meet the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan.

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Figure 5.15 Site allocations for North Weald Bassett



The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Alternative options

Residential sites – spatial options

Expansion of settlement boundary to the south	This option would represent an unsustainable pattern of settlement growth beyond its existing rectilinear edge, constituting sprawl. Growth in this direction was not supported as part of the preparation of the North Weald Bassett Masterplanning Study.
Expansion of settlement boundary to the south-west	This option would represent an unsustainable pattern of settlement growth, creating ribbon development and further elongating the settlement.



Kings Head North Weald Bassett



North Weald Bassett

Sites for traveller accommodation – spatial options

Traveller accommodation focused in parts of the District traditionally favoured by the travelling community	Epping Forest District Council's Gypsy and Traveller Accommodation Assessment Interim Briefing Note (2016) has indicated that the majority of newly arising housing need will be from the expansion of existing households. While this option is understood to be favoured by the travelling community it was felt that this option would place undue pressure on local infrastructure and services and therefore did not represent the most sustainable option to accommodating traveller need.
Traveller accommodation focused in parts of the District not traditionally favoured by the travelling community	This option was not considered to be deliverable since it would not be realistic to expect all additional households to form within the parts of the District not currently favoured by the travelling community.
Traveller needs accommodated in new sites with a proposed capacity of over five pitches	Feedback from the local traveller community indicates that while there is no one ideal site size (in terms of number of pitches) generally smaller sites are preferred. Historically larger sites for traveller accommodation within the District have not tended to integrate as effectively with the settled community, have generated more site management issues and have had a significant adverse impact on the character of an area. Given these impacts promoting such an approach is not considered consistent with the requirements of the Planning policy for traveller sites.

Employment sites

No spatial options have yet been identified for employment sites. This will be considered as part of the further work being undertaken by the Council to identify employment site allocations.

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Vision and aspirations for Chigwell

What you told us?

5.124 Responses from the Community Choices consultation and stakeholder engagement on the future of Chigwell included:

- support for growth in and around Chigwell, and acknowledgement of the need to provide sufficient housing to meet local needs;
- mixed views on the growth locations proposed in the Community Choices Consultation and a suggestion that the right development options had not been identified. Sites identified should be unobtrusive visually, well dispersed across the settlement, and linked to good or improved infrastructure provision;
- emphasis upon the organic growth of Chigwell as a village, with focus on small scale development and provision of facilities for existing residents, rather than major redevelopment.
- concerns about the implications of residential development in Chigwell upon out-commuter traffic given the lack of employment opportunities available within the village; and
- suggested opportunities to build on proximity to the River Roding, particularly around fishing, walking and other leisure activities.

What are the key strengths and weaknesses to address in Chigwell?

5.125 The following key strengths and weaknesses have been identified for Chigwell:

- Chigwell comprises three relatively distinct areas: the original historic village and retail area of Brook Parade, the Grange Hill and Limes Farm area, and Chigwell Row. The main shopping is limited to Brook Parade on the west side of the High Road, to the north of the Central Line;
- traffic congestion causes significant issues in Chigwell Village, particularly around Manor Road. Public transport capacity is also restricted by Chigwell's location on the Fairlop Loop section of the Central Line;
- proximity to London brings the challenge of coalescence with outer London Boroughs. The Green Belt is therefore important in ensuring Chigwell remains a separate settlement; and
- 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 and the public secondary school is operating at a growing deficit.

5.126 Based on the findings from community consultation, stakeholder engagement and evidence based documents the following vision is proposed for Chigwell:

Vision for Chigwell

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.

The Village will meet a wide variety of local housing needs predominantly 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.

Preferred Approach

Residential sites

5.127 Draft Policy SP 2 sets out the estimated likely number of homes the Council will plan for in Chigwell over the Plan period. The provision of approximately 430 homes has been informed by the aspiration for Chigwell to support predominantly small scale development to meet a wide variety of local housing needs, while retaining and enhancing the character of the distinctive communities which make up the settlement.

5.128 The Council has considered the possible spatial options to accommodate new homes at Chigwell and concluded that there are three suitable spatial options:

- Intensification within the existing settlement - provides opportunities to maximise existing urban brownfield land.
- Expansion of the settlement to the east - provides a natural extension to the settlement and would promote development in a sustainable location close to Chigwell station.
- Intensification of Chigwell Row settlement - provides opportunities to maximise existing urban brownfield land and develop on lower performing Green Belt sites immediately adjacent to the settlement.

5.129 Following an assessment of the suitability, availability and achievability of residential sites located within these spatial options, the Council has identified nine sites for potential allocation to meet the identified housing requirement, as illustrated in Figure 5.16. The Council will be undertaking further work to enable more detailed guidance to be provided on the proposed residential allocation within the Local Plan. It would also be holding discussions with promoters, with the aim of entering into Statements of Common Ground. In addition, Chigwell Parish Council are also expected to undertake consultation on a Draft Neighbourhood Plan in the near future.

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies¹

Sites for traveller accommodation

5.130 The Council has considered the possible spatial options to accommodate traveller accommodation across the District and concluded that the most suitable spatial option is to distribute pitches across the District. This option balances the preferences of the travelling community with not placing undue pressure on services in a single location. Based on the findings of the assessment undertaken by the Council no allocations for traveller accommodation are proposed at Chigwell.

Employment sites

5.131 Draft Policy E 1 sets out the Council's preferred approach to identifying sites for employment (B use class) uses. This is to support the redevelopment, renewal or extension of existing premises for their designated use before identifying new sites.

5.132 Chigwell has no existing employment land that has been identified. Through the SLAA and the site selection process five possible new employment sites have been identified: land at Luxborough Lane (SR-0190), West Hatch High School playing fields and adjacent land (SR-0366), land adjacent to West Hatch Academy (SR-0558), Chigwell Civic Amenity Site (SR-0560) and Olympic Compound Site (SR-0551). The locations of the identified employment sites are illustrated in Figure 5.16.

5.133 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.

Alterations to the Green Belt boundary

5.134 The supporting text to Draft Policy SP 5 confirms that in order to deliver the Local Plan Strategy the Council proposes to alter the Green Belt boundary. Indicative alterations to the existing Green Belt boundary around Chigwell are proposed to the north and south-west of the settlement to remove the proposed site allocations from the Green Belt. In accordance with Draft Policy SP 5 an alteration is also proposed to the south-east of the settlement to remove Grange Manor residential development from the Green Belt. The proposed indicative alterations to the Green Belt boundary are illustrated in Figure 5.16.

Infrastructure requirements

5.135 The supporting text to Draft Policy SP 2 confirms the importance of identifying and delivering key infrastructure to support residential and employment growth across the District. The infrastructure needs for Chigwell will be set out in the Infrastructure Delivery Plan.



Brook Parade Chigwell

Draft Policy P 7 Chigwell

A. Residential sites

In accordance with Policy SP 2 the following sites are allocated for residential development:

- i) SR-0433 (former Beis Shammai School, High Road) – approximately 29 homes;
- ii) SR-0478B (part of Chigwell Nurseries, High Road) – approximately 66 homes;
- iii) SR-0557 (The Limes Estate) – approximately 210 homes;
- iv) SR-0588 (land at Chigwell Convent and The Gate Lodge, Chigwell Road) – approximately 52 homes;
- v) SR-0601 (land at the former Grange Farm, High Road) – approximately 30 homes;
- vi) SR-0894 (land at Manor Road) – approximately 12 homes;
- vii) SR-0895 (land at Manor Road and Fencepiece Road) – approximately 6 homes;
- viii) SR-0896 (land at Manor Road) – approximately 10 homes; and
- ix) SR-0898 (Grange Court, High Road) – approximately 9 homes.

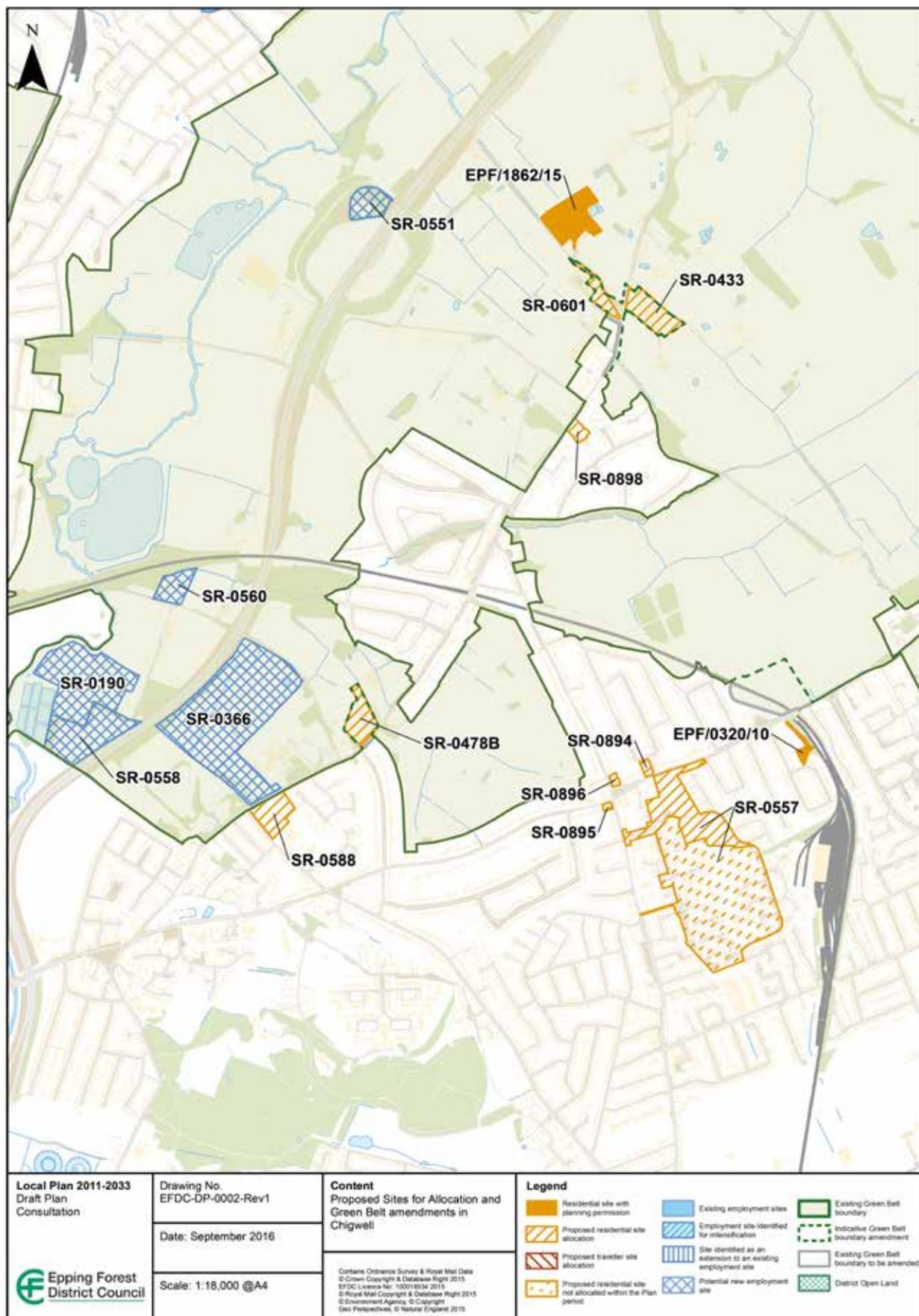
Proposals for residential development will be expected to comply with the place shaping principles identified in Policy SP 4.

B. Infrastructure requirements

Infrastructure requirements must be delivered at a rate and scale to meet the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan.

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Figure 5.16 Site allocations for Chigwell



The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Alternative options

Residential sites – spatial options

Expansion to the north of the settlement	These spatial options would cause significant harm to the Green Belt, risking the coalescence of Chigwell and Loughton/Buckhurst Hill.
Expansion to the west of the settlement	

Sites for traveller accommodation – spatial options

Traveller accommodation focused in parts of the District traditionally favoured by the travelling community	Epping Forest District Council's Gypsy and Traveller Accommodation Assessment Interim Briefing Note (2016) has indicated that the majority of newly arising housing need will be from the expansion of existing households. While this option is understood to be favoured by the travelling community it was felt that this option would place undue pressure on local infrastructure and services and therefore did not represent the most sustainable option to accommodating traveller accommodation.
Traveller accommodation focused in parts of the District not traditionally favoured by the travelling community	This option was not considered to be deliverable since it was not considered to be realistic to expect all additional households to form within the parts of the District not currently favoured by the travelling community.

Employment sites

No spatial options have yet been identified for employment sites. This will be considered as part of the further work being undertaken by the Council to identify employment site allocations.

Theydon Bois

Vision and aspirations for Theydon Bois

What you told us?

5.136 Responses from the Community Choices consultation and stakeholder engagement on the future of Theydon Bois included:

- mixed views on the capacity of Theydon Bois to cater for growth in the District. Positive support for development in the settlement, referred particularly to the good transport links which make it a sensible location for growth;
- concerns about the capacity of a number of services to cater for increased growth, including electricity, gas, water, sewerage as well as schools and health facilities, which are currently nearing capacity;
- the Plan should protect and maintain the local character of Theydon Bois and any new development should be small scale and reflect the current density of homes;
- concerns about the impact of growth upon agricultural land, protected trees and environmental designations such as Epping Forest Site of Special Scientific Interest and Special Area of Conservation; and
- the Plan should conserve the vitality of existing shopping areas. Local independent shops, which sell local produce should be retained.

What are the key issues to address in Theydon Bois?

5.137 The following key strengths and weaknesses have been identified for Theydon Bois:

- Theydon Bois has an attractive parade of shops offering local convenience retail which should be maintained and enhanced;
- the prevention of ribbon development in Theydon Bois and the retention of a gap between Theydon Bois and the neighbouring settlements of Epping and Loughton;
- social infrastructure is limited within the settlement, with no library and only a satellite GP service at present. The local primary school is nearing capacity;
- the village has good transport links given its Central Line station. Bus services are infrequent and the settlement is subject to congestion at peak times; and
- the village operates a unique 'dark skies' policy (i.e. no street lighting), which has traditionally been supported by the majority of residents.

5.138 Based on the findings from community consultation, stakeholder engagement and evidence based documents the following vision is proposed for Theydon Bois:

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Vision for Theydon Bois

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.

Preferred Approach

Residential sites

- 5.139 Draft Policy SP 2 sets out the estimated likely number of homes the Council will plan for in Theydon Bois over the Plan period. The provision of approximately 360 homes has been informed by the aspiration for Theydon Bois to maintain its local feel and character, and provide a mix of housing, alongside retail, leisure and social infrastructure to support its residents.
- 5.140 The Council has considered the possible spatial options to accommodate new homes at Theydon Bois and concluded that there are two suitable spatial options:
- Intensification within the existing settlement - provides opportunities to maximise existing urban brownfield land; and
 - Expansion of the settlement to the north-east - provides an opportunity to promote housing development in a sustainable location close to Theydon Bois station, while minimising potential harm to the Green Belt, landscape and environmental designations around the settlement.
- 5.141 Following an assessment of the suitability, availability and achievability of residential sites located within these spatial options, the Council has identified five sites for potential allocation to meet the identified housing requirement, as illustrated in Figure 5.17. The Council will be undertaking further work to enable more detailed guidance to be provided on the proposed residential allocation within the Local Plan. It will also be holding discussions with promoters, with the aim of entering into Statements of Common Ground.

Sites for traveller accommodation

- 5.142 The Council has considered the possible spatial options to accommodate traveller accommodation across the District and concluded that the most suitable spatial option is to distribute pitches across the District. This option balances the preferences of the travelling community with not placing undue pressure on services in a single location. Based on the findings of the assessment undertaken by the Council no allocations for traveller accommodation are proposed at Theydon Bois.

Employment sites

- 5.143 Draft Policy E 1 sets out the Council's preferred approach to identifying sites for employment (B use class) uses. This is to support the redevelopment, renewal or extension of existing premises for their designated use before identifying new sites.

- 5.144 Theydon Bois has no existing employment land that has been identified. A possible new employment site has been identified in the SLAA at Blunts Farm Motorway Maintenance Compound (SR-0552).
- 5.145 The location of the potential new employment site is illustrated in Figure 5.17.
- 5.146 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.

Alterations to the Green Belt boundary

- 5.147 The supporting text to Draft Policy SP 5 confirms that in order to deliver the Local Plan Strategy the Council proposes to alter the Green Belt boundary. An indicative alteration to the existing Green Belt boundary around Theydon Bois is proposed to the north and east of the settlement to remove the proposed site allocations from the Green Belt. The proposed indicative alteration to the Green Belt boundary is illustrated in Figure 5.17.

Infrastructure requirements

- 5.148 The supporting text to Draft Policy SP 2 confirms the importance of identifying and delivering key infrastructure to support residential and employment growth across the District. The infrastructure needs for Theydon Bois will be set out in the Infrastructure Delivery Plan.

Draft Policy P 8 Theydon Bois

A. Residential sites

In accordance with Policy SP 2 the following sites are allocated for residential development:

- SR-0026B (land East of Central Line/North of Abridge Road, including the Old Foresters Site) – approximately 133 homes;
- SR-0026C (part of the Thrifts Hall Farm, Abridge Road) – approximately 121 homes;
- SR-0070 (land at Forest Drive) – approximately 52 homes;
- SR-0228i (Theydon Bois London Underground Car Park, and commercial yard adjacent to Theydon Bois Station, to west of Central Line) – approximately 29 homes[▲]; and
- SR-0228ii (Theydon Bois London Underground Car Park, and commercial yard adjacent to Theydon Bois Station, to east of Central Line) – approximately 19 homes[▲].

[▲] Redevelopment of car parks will include new homes and retained car parking

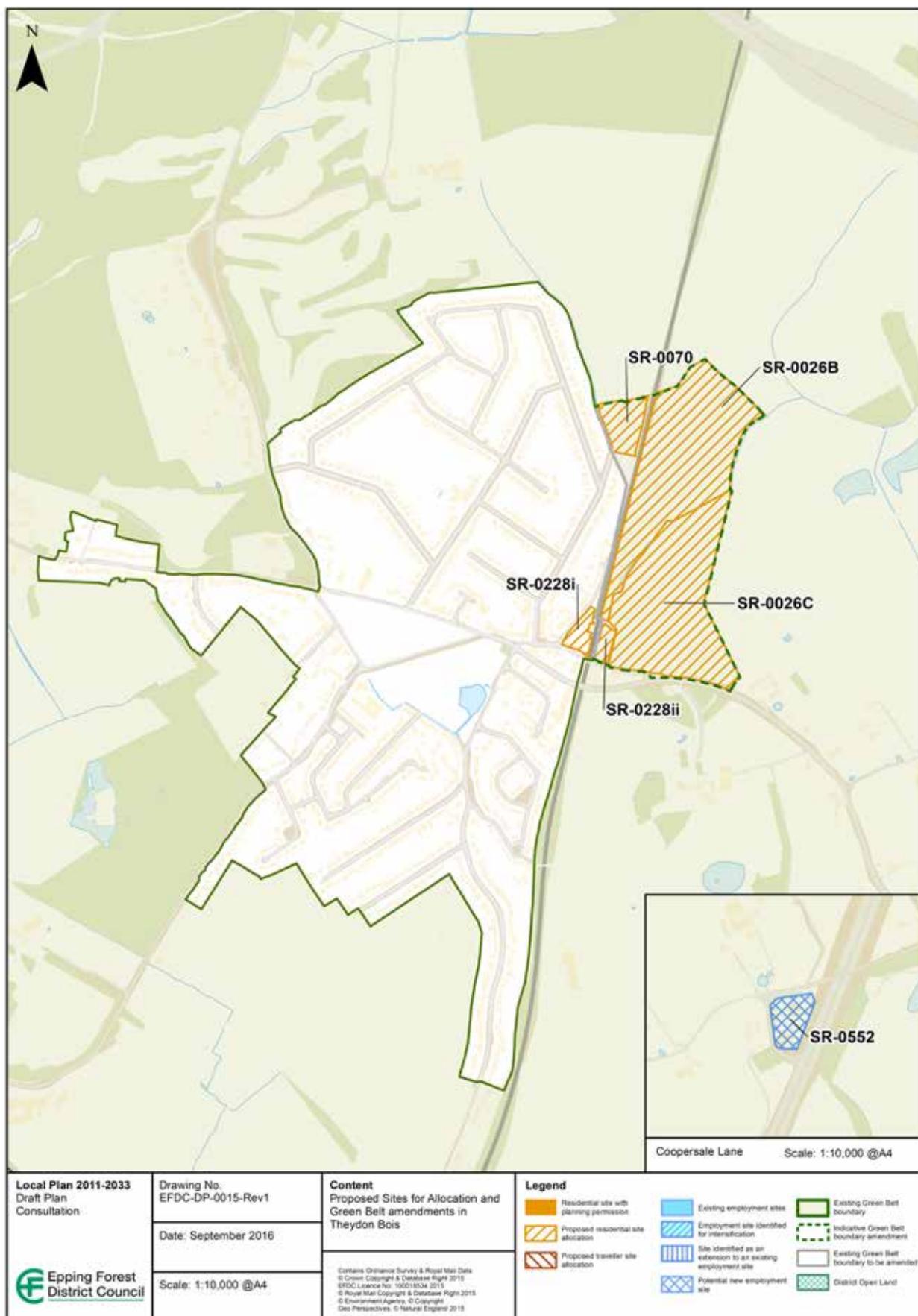
Proposals for residential development will be expected to comply with the place shaping principles identified in Policy SP 4.

B. Infrastructure requirements

Infrastructure requirements must be delivered at a rate and scale to meet the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan.

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Figure 5.17 Site allocations for Theydon Bois



The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Alternative options

Residential sites – spatial options	
Expansion to the north of the settlement	This is the most sensitive location in landscape terms as a result of its rising topography, and may harm the Epping Forest Buffer Land.
Expansion to the west of the settlement	Within this option, development would be too close to the Epping Forest Special Area of Conservation, which is sensitive to further urbanisation and increasing pollution from traffic.
Expansion to the south of the settlement	This option, which is aligned with the northern expansion of Loughton/ Loughton Broadway, would cause substantial harm to the Green Belt, risking coalescence between Loughton and Theydon Bois.

Sites for traveller accommodation – spatial options	
Traveller accommodation focused in parts of the District traditionally favoured by the travelling community	Epping Forest District Council's Gypsy and Traveller Accommodation Assessment Interim Briefing Note (2016) has indicated that the majority of newly arising housing need will be from the expansion of existing households. While this option is understood to be favoured by the travelling community it was felt that this option would place undue pressure on local infrastructure and services and therefore did not represent the most sustainable option to accommodating traveller accommodation.
Traveller accommodation focused in parts of the District not traditionally favoured by the travelling community	This option was not considered to be deliverable since it was not considered to be realistic to expect all additional households to form within the parts of the District not currently favoured by the travelling community.

Employment sites
No spatial options have yet been identified for employment sites. This will be considered as part of the further work being undertaken by the Council to identify employment site allocations.

Roydon

Vision and aspirations for Roydon

What you told us?

5.149 Responses from the Community Choices consultation and stakeholder engagement on the future of Roydon included:

- mixed views regarding the levels of growth that Roydon can support in the future. Concerns regarding the proposed growth options were primarily focused on the loss of the village's character, flood risk, and pressure from additional traffic congestion.
- Support for the retention of the glasshouse industry in the area; however, mixed views with respect to future glasshouse expansion.
- Support for the protection of local convenience retail.
- A desire to improve the pedestrian environment in the centre of the village.

What are the key strengths and weaknesses to address in Roydon?

5.150 The following key strengths and weaknesses have been identified for Roydon.

- 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.
- The village is served by a mainline railway station.
- There are a large number of HGV movements through Roydon, which impact on traffic congestion and safety.
- Flooding is a key issue in the village, given the close proximity of the River Stort. As a result, much of the land towards the north of the village is within Flood Zones 2 and 3.
- The retail offer is very limited, with only one convenience retail unit in the village.

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies!

- 5.151 Based on the findings from community consultation, stakeholder engagement and evidence based documents the following vision is proposed for Roydon:

Vision for Roydon

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 settlement and Harlow Town.

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.

Preferred Approach

Residential sites

- 5.152 Draft Policy SP 2 sets out the estimated likely number of homes the Council will plan for in Roydon over the Plan period. The provision of approximately 40 homes has been informed by the aspiration for Roydon to maintain its existing character and local feel.
- 5.153 The Council has considered the possible spatial options to accommodate new homes at Roydon and concluded that there is one suitable spatial option which comprises intensification within the existing settlement. This option provides opportunities to maximise existing urban brownfield land and utilise lower performing Green Belt sites immediately adjacent to the settlement.
- 5.154 Following an assessment of the suitability, availability and achievability of residential sites located within this spatial option, the Council has identified four sites for potential allocation to meet the identified housing requirement, as illustrated in Figure 5.18. The Council will be undertaking further work to enable more detailed guidance to be provided on the proposed residential allocation within the Local Plan. It will also be holding discussions with promoters, with the aim of entering into Statements of Common Ground.

Sites for traveller accommodation

- 5.155 The Council has considered the possible spatial options to accommodate traveller accommodation across the District and concluded that the most suitable spatial option is to distribute pitches across the District. This option balances the preferences of the travelling community with not placing undue pressure on services in a single location.
- 5.156 The Council also considered whether there was a threshold for the number of pitches per site above or below which it was more or less suitable to provide traveller accommodation. Feedback from the local traveller community indicates that while there is no one ideal site size (in terms of number of pitches) generally smaller sites are preferred. This reflects the experience of the Council which considers that smaller sites (five pitches or below) tend to be more successful. Therefore for new traveller sites, the provision of up to five pitches is considered most appropriate. Where there is existing traveller provision on a site which has been assessed for intensification or extension, the Council considered that the existing provision and potential new provision should not exceed 10 pitches subject to detailed consideration of the suitability of the site.
- 5.157 Following an assessment of the suitability, availability and achievability of traveller sites, which met the criteria set out in the preceding paragraphs, the Council has identified one site for potential allocation, as illustrated in Figure 5.18.

Employment sites

- 5.158 Draft Policy E 1 sets out the Council's preferred approach to identifying sites for employment (B Class Use) uses. This is to support the redevelopment, renewal or extension of existing premises for their designated use before identifying new sites.
- 5.159 Roydon has limited existing employment land that has been identified:
- The Local Plan (1998) and Alterations (2006) and the Employment Land Review 2010 do not identify any existing employment sites in Roydon.
 - Southfield Nursery (SR-0483) has been identified in the SLAA for the provision of new employment uses.
- 5.160 The location of the identified employment site is illustrated in Figure 5.18.
- 5.161 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.

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Alterations to the Green Belt boundary

5.162 The supporting text to Draft Policy SP 5 confirms that in order to deliver the Local Plan Strategy the Council proposes to alter the Green Belt boundary. Indicative alterations to the existing Green Belt boundary around Roydon are proposed to the south, central-west and central-east of the settlement to remove the proposed site allocations from the Green Belt. The proposed indicative alterations to the Green Belt boundary are illustrated in Figure 5.18.

Infrastructure requirements

5.163 The supporting text to Draft Policy SP 2 confirms the importance of identifying and delivering key infrastructure to support residential and employment growth across the District. The infrastructure needs for Roydon will be set out in the Infrastructure Delivery Plan.



River Stort at Roydon



Roydon Station



Roydon Village

Draft Policy P 9 Roydon

A. Residential sites

In accordance with Policy SP 2 the following sites are allocated for residential development:

- i) SR-0035 (land at Epping Road) – approximately 6 homes;
- ii) SR-0169 (The Old Coal Yard, off High Street) – approximately 8 homes;
- iii) SR-0197 (land adjacent to Kingsmead, Epping Road) – approximately 10 homes; and
- iv) SR-0890 (land at Epping Road) – approximately 15 homes.

Proposals for residential development will be expected to comply with the place shaping principles identified in Policy SP 4.

B. Traveller sites

In accordance with Policy SP 3 the following site is allocated for traveller accommodation:

- i) GRT_I_08 (Sons Nursery, Hamlet Hill) – 1 pitch⁺

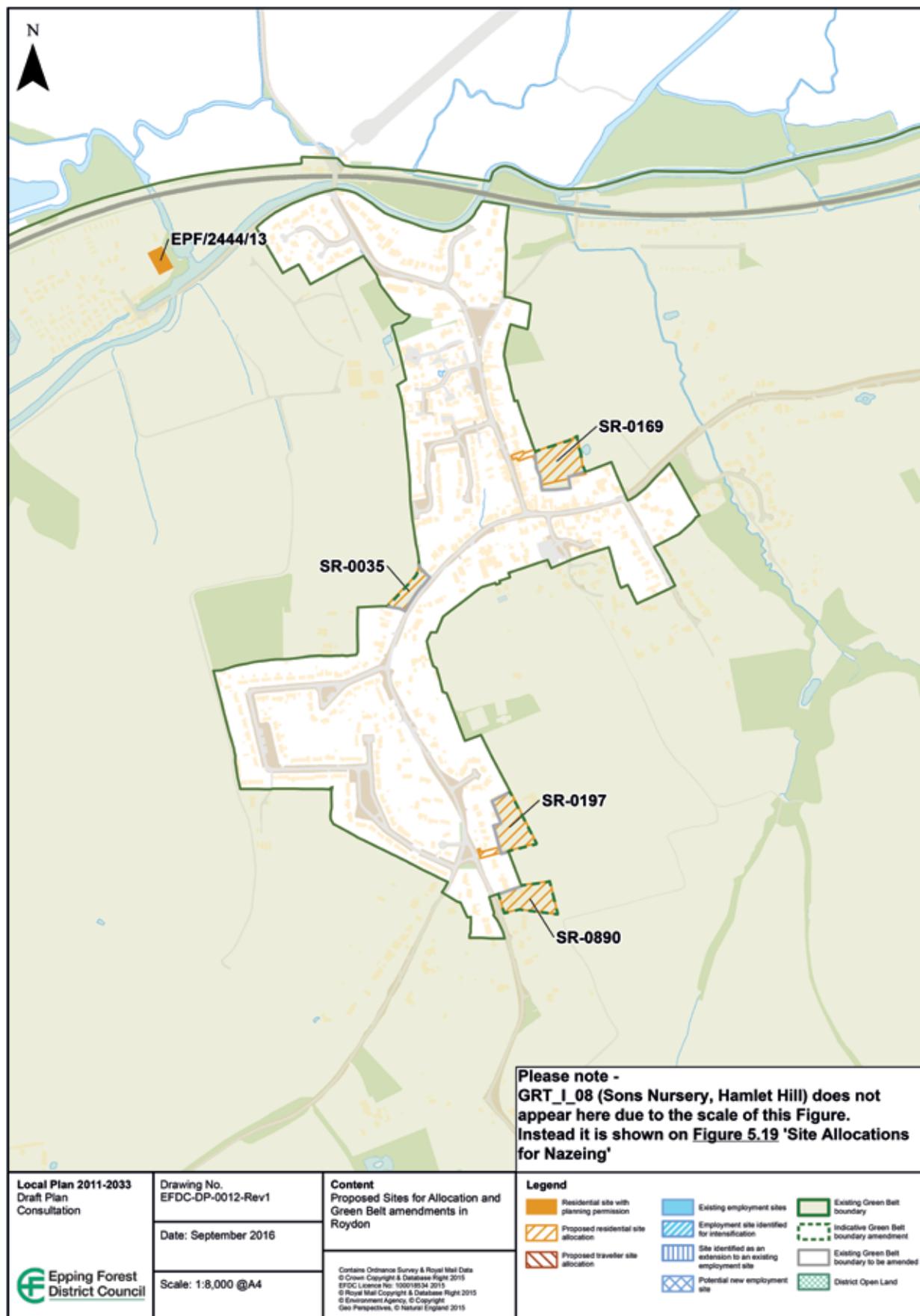
⁺ This site does not appear on Figure 5.18 due to scaling. Instead it is shown on Figure 5.19 'Site allocations for Nazeing'

C. Infrastructure requirements

Infrastructure requirements must be delivered at a rate and scale to meet the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan.

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies¹

Figure 5.18 Site allocations for Roydon



The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Alternative options

Residential sites – spatial options

Expansion of the settlement to the east	This option would be the most harmful to the Green Belt, risking the coalescence of Roydon and Harlow.
Expansion of the settlement to the west	This option is the most sensitive location in landscape terms and would be harmful to the setting of the Lee Valley Regional Park.

Sites for traveller accommodation – spatial options

Traveller accommodation focused in parts of the District traditionally favoured by the travelling community	Epping Forest District Council's Gypsy and Traveller Accommodation Assessment Interim Briefing Note (2016) has indicated that the majority of newly arising housing need will be from the expansion of existing households. While this option is understood to be favoured by the travelling community it was felt that this option would place undue pressure on local infrastructure and services and therefore did not represent the most sustainable option to accommodating traveller need.
Traveller accommodation focused in parts of the District not traditionally favoured by the travelling community	This option was not considered to be deliverable since it would not be realistic to expect all additional households to form within the parts of the District not currently favoured by the travelling community.

Sites for traveller accommodation – spatial options

Traveller needs accommodated in new sites with a proposed capacity of over five pitches	Feedback from the local traveller community indicates that while there is no one ideal site size (in terms of number of pitches) generally smaller sites are preferred. Historically larger sites for traveller accommodation within the District have not tended to integrate as effectively with the settled community, have generated more site management issues and have had a significant adverse impact on the character of an area. Given these impacts promoting such an approach is not considered consistent with the requirements of the Planning policy for traveller sites.
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Employment sites

No spatial options have yet been identified for employment sites. This will be considered as part of the further work being undertaken by the Council to identify employment site allocations.

Nazeing

Vision and aspirations for Nazeing

What you told us?

- 5.164 Responses from the Community Choices consultation and stakeholder engagement on the future of Nazeing included:
- concerns that the growth options identified in the Community Choices consultation were primarily focused on the Green Belt; the impact of development on existing services and utilities; and the issue of additional traffic given existing congestion;
 - mixed views on whether small and vacant glasshouse sites should be retained for agricultural use to prevent the loss of agricultural land, or whether they could support residential or non-agricultural development; and
 - support for the retention of a local shopping offer, with major shopping provision continuing to be located outside of the village.



Nazeingbury - Parade

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'



Nazeing - New Homes

What are the key strengths and weaknesses to address in Nazeing?

5.165 The following key strengths and weaknesses have been identified for Nazeing.

- the village has strong links with the surrounding glasshouse industry, the future of which is important to the settlement;
- there are a large number of HGV movements through Nazeing, which impact on traffic congestion and safety; and
- there are limited community facilities in Nazeing, including a lack of secondary education capacity and recreation facilities for young people.

5.166 Based on the findings from community consultation, stakeholder engagement and evidence based documents the following vision is proposed for Nazeing:

Vision for Nazeing

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.

Preferred Approach

Residential sites

5.167 Draft Policy SP 2 sets out the estimated likely number of homes the Council will plan for in Nazeing over the Plan period. The provision of approximately 220 homes has been informed by the aspiration for Nazeing to function as a small centre which is able to support the needs of the local community.

5.168 The Council has considered the possible spatial options to accommodate new homes at Nazeing and concluded that there are three suitable spatial options:

- expansion of the settlement to the south – promotes a sustainable extension of Nazeing that would be least harmful to settlement character and the Green Belt;
- Western intensification and infill – provides opportunities to maximise existing urban brownfield land and lower performing Green Belt sites immediately adjacent to the settlement; and
- Eastern/north-eastern infill and expansion - although less preferable to the previous two options, this option would be less sensitive in Green Belt and landscape terms.

5.169 Following an assessment of the suitability, availability and achievability of residential sites located within these spatial options, the Council has identified six sites for potential allocation to meet the identified housing requirement, as illustrated in Figure 5.19. The Council will be undertaking further work to enable more detailed guidance to be provided on the proposed residential allocation within the Local Plan. It will also be holding discussions with promoters, with the aim of entering into Statements of Common Ground.

Sites for traveller accommodation

5.170 The Council has considered the possible spatial options to accommodate traveller accommodation across the District and concluded that the most suitable spatial option is to distribute pitches across the District. This option balances the preferences of the travelling community with not placing undue pressure on services in a single location.

5.171 The Council also considered whether there was a threshold for the number of pitches per site above or below which it was more or less suitable to provide traveller accommodation. Feedback from the local traveller community indicates that while there is no one ideal site size (in terms of number of pitches) generally smaller sites are preferred. This reflects the experience of the Council which considers that smaller sites (five pitches or below) tend to be more successful. Therefore for new traveller sites, the provision of up to five pitches is considered most appropriate. Where there is existing traveller provision on a site which has been assessed for intensification or extension, the Council considered that the existing provision and potential new provision should not exceed 10 pitches subject to detailed consideration of the suitability of the site.

5.172 Following an assessment of the suitability, availability and achievability of traveller sites, which met the criteria set out in the preceding paragraphs, the Council has identified one site for potential allocation, as illustrated in Figure 5.19.

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Employment sites

- 5.173 Draft Policy E 1 sets out the Council's preferred approach to identifying sites for employment (B Class Use) uses. This is to support the redevelopment, renewal or extension of existing premises for their designated use before identifying new sites.
- 5.174 Nazeing has existing employment land that has been identified:
- The Local Plan (1998) and Alterations (2006) identified two existing employment sites: Nazeing Glassworks Industries (EMP-0007) and Hillgrove Business Park (EMP-0009);
 - The Employment Land Review 2010 identified four employment sites, three of which are currently in employment use: Stoneshott Farm (ELR-0100); land at Moss Nursery (ELR-0099); and land at Silverwood Close (ELR-0101); and
 - Land at Hoe Lane (SR-0580) and land at Birchwood Industrial Estate (SR-0151) have been identified in the SLAA for the provision of new employment uses; while land at Moss Nursery (ELR-0099) has been identified for expansion.
- 5.175 The locations of the identified employment sites are illustrated in Figure 5.19.
- 5.176 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.
- 5.177 In accordance with Draft Policy E 3, the Council will support a new produce market within Nazeing, to support the local glasshouse industry and to encourage the local consumption of produce grown within the District.

Alterations to the Green Belt boundary

- 5.178 The supporting text to Draft Policy SP 5 confirms that in order to deliver the Local Plan Strategy the Council proposes to alter the Green Belt boundary. Indicative alterations to the existing Green Belt boundary around Nazeing are proposed to the north, south and east of the settlement to remove the proposed site allocations from the Green Belt. The proposed indicative alterations to the Green Belt boundary are illustrated in Figure 5.19.

Infrastructure requirements

- 5.179 The supporting text to Draft Policy SP 2 confirms the importance of identifying and delivering key infrastructure to support residential and employment growth across the District. The infrastructure needs for Nazeing will be set out in the Infrastructure Delivery Plan.



Nazeing - Crossroad

Draft Policy P 10 Nazeing

A. Residential sites

In accordance with Policy SP 2 the following sites are allocated for residential development:

- SR-0011 (land at St. Leonard's Road) – approximately 64 homes
- SR-0150 (The Fencing Centre, Pecks Hill) – approximately 33 homes
- SR-0300a (land south of Nazeing) – approximately 29 homes
- SR-0300b (land south of Nazeing) – approximately 21 homes
- SR-0300c (land south of Nazeing) – approximately 38 homes
- SR-0473 (St. Leonards Farm, St. Leonards Road) - approximately 33 homes

Proposals for residential development will be expected to comply with the place shaping principles identified in Policy SP 4.

B. Traveller sites

In accordance with Policy SP 3 the following site is allocated for traveller accommodation:

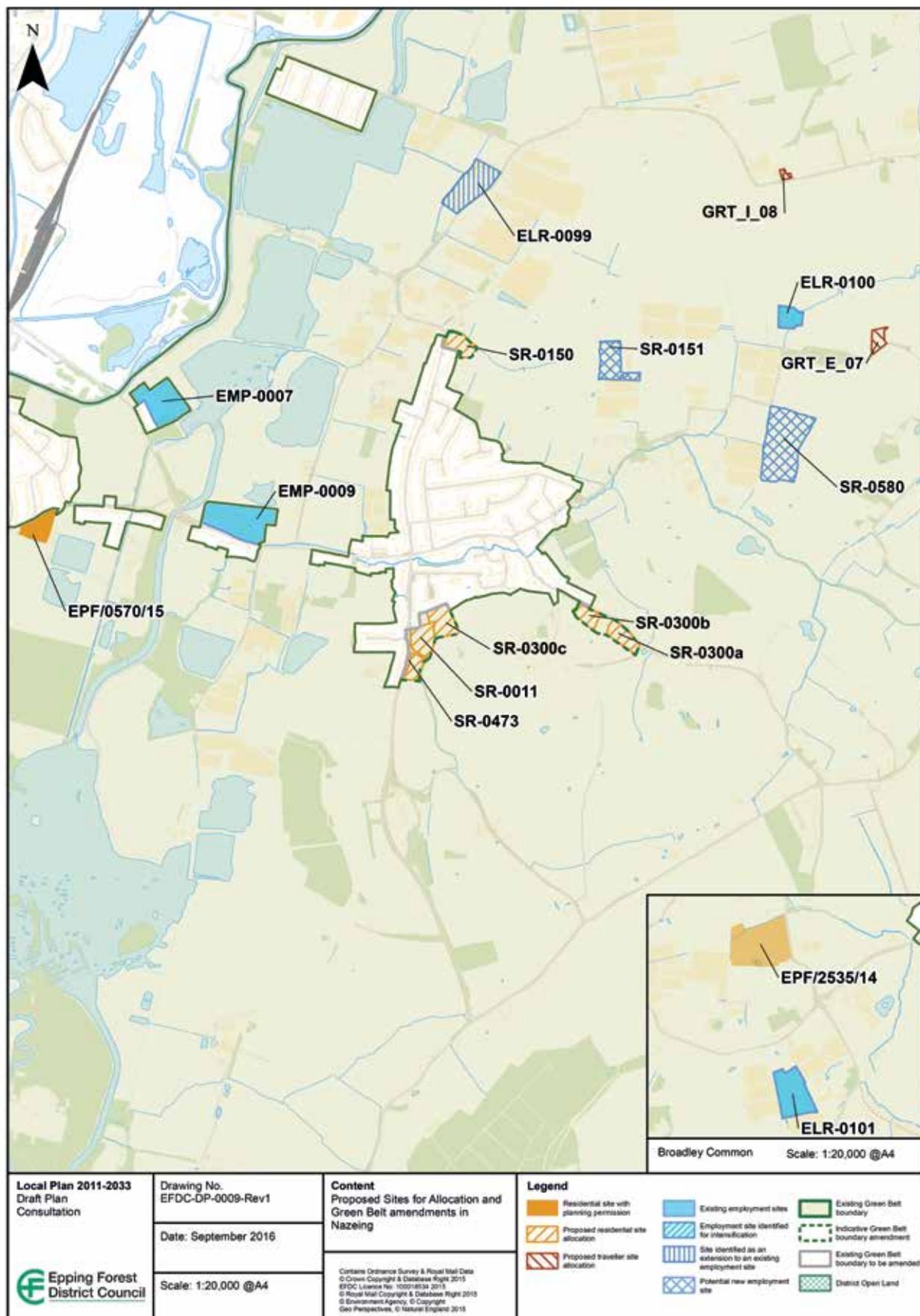
- GRT_E_07 (Stoneshot View) – 5 pitches

C. Infrastructure requirements

Infrastructure requirements must be delivered at a rate and scale to meet the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan.

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Figure 5.19 Site allocations for Nazeing



The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Alternative options

Residential sites – spatial options

Expansion to the east of the settlement	This option would cause substantial harm to the Green Belt, risking the coalescence of Nazeing and Harlow.
Expansion to the north of the settlement	This option would result in an unsustainable development pattern, encouraging ribbon development to the north and encroachment of the settlement into the open countryside.

Sites for traveller accommodation – spatial options

Traveller accommodation focused in parts of the District traditionally favoured by the travelling community	Epping Forest District Council's Gypsy and Traveller Accommodation Assessment Interim Briefing Note (2016) has indicated that the majority of newly arising housing need will be from the expansion of existing households. While this option is understood to be favoured by the travelling community it was felt that this option would place undue pressure on local infrastructure and services and therefore did not represent the most sustainable option to accommodating traveller need.
Traveller accommodation focused in parts of the District not traditionally favoured by the travelling community	This option was not considered to be deliverable since it would not be realistic to expect all additional households to form within the parts of the District not currently favoured by the travelling community.

Sites for traveller accommodation – spatial options

Traveller needs accommodated in new sites with a proposed capacity of over five pitches.	Feedback from the local traveller community indicates that while there is no one ideal site size (in terms of number of pitches) generally smaller sites are preferred. Historically larger sites for traveller accommodation within the District have not tended to integrate as effectively with the settled community, have generated more site management issues and have had a significant adverse impact on the character of an area. Given these impacts promoting such an approach is not considered consistent with the requirements of the Planning policy for traveller sites.
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Employment sites

No spatial options have yet been identified for employment sites. This will be considered as part of the further work being undertaken by the Council to identify employment site allocations.

Thornwood

Vision and aspirations for Thornwood

What you told us?

- 5.180 Responses from the Community Choices consultation and stakeholder engagement on the future of Thornwood included:
- support for some growth and development within Thornwood although more mixed views were expressed regarding the most appropriate locations for development including the scale of development which Thornwood could accommodate;
 - support for re-development of industrial sites for other uses (primarily to residential) to enhance the character of the village; and
 - support for enhanced local amenities within the village, in particular a village shop.

What are the key strengths and weaknesses to address in Thornwood?

- 5.181 The following key strengths and weaknesses have been identified for Thornwood:



Thornwood

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

- Thornwood is a modest rural village with an established residential core of housing. Future development should continue to support this character; and
- the settlement lacks the feel of a centre due to the form of development, poor pedestrian infrastructure and limited local amenities. However, the Village Hall and allotments could provide the focus for an enhanced village centre to help improve the self-sufficiency of the settlement.

5.182 Based on the findings from community consultation, stakeholder engagement and evidence based documents the following vision is proposed for Thornwood:

Vision for Thornwood

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.

Preferred Approach

Residential sites

- 5.183 Draft Policy SP 2 sets out the estimated likely number of homes the Council will plan for in Thornwood over the Plan period. The provision of approximately 130 homes has been informed by the aspiration to provide homes at Thornwood which help to meet local needs and support the settlement becoming more self-sustaining.
- 5.184 The Council has considered the possible spatial options to accommodate new homes at Thornwood. No spatial options were identified given the small scale of this settlement. The suitability of identified sites was therefore assessed on a case by case basis.
- 5.185 Following an assessment of the suitability, availability and achievability of residential sites located within the settlement, the Council has identified one site for potential allocation to meet the identified housing requirement, as illustrated in Figure 5.20. The Council will be undertaking further work to enable more detailed guidance to be provided on the proposed residential allocation within the Local Plan. It will also be holding discussions with promoters, with the aim of entering into Statements of Common Ground.

Sites for traveller accommodation

- 5.186 The Council has considered the possible spatial options to accommodate traveller accommodation across the District and concluded that the most suitable spatial option is to distribute pitches across the District. This option balances the preferences of the travelling community with not placing undue pressure on services in a single location. Based on the findings of the assessment undertaken by the Council no allocations for traveller accommodation are proposed at Thornwood.

Employment sites

- 5.187 Draft Policy E 1 sets out the Council's preferred approach to identifying sites for employment (B Class) uses. This is to support the redevelopment, renewal or extension of existing premises for their designated use before identifying new sites.
- 5.188 Thornwood has the following existing employment land that has been identified:
- The Local Plan (1998) Maps Updated by Alterations (2006) allocated Weald Hall Lane Industrial Estate (EMP-0014); and
 - The Employment Land Review (2010) identified an additional two existing employment sites: land at Esgors Farm (ELR-0092), Woodside Industrial Estate (ELR-0093); the latter is identified for intensification.
- 5.189 The locations of the identified employment sites are illustrated in Figure 5.20.
- 5.190 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.

Alterations to the Green Belt boundary

- 5.191 The supporting text to Draft Policy SP 5 confirms that in order to deliver the Local Plan Strategy the Council proposes to alter the Green Belt boundary. Indicative alterations to the existing Green Belt boundary around Thornwood are proposed to the north of the settlement to remove the proposed site allocation from the Green Belt, as illustrated in Figure 5.20.

Infrastructure requirements

- 5.192 The supporting text to Draft Policy SP 2 confirms the importance of identifying and delivering key infrastructure to support residential and employment growth across the District. The infrastructure needs for Thornwood will be set out in the Infrastructure Delivery Plan.

Draft Policy P 11 Thornwood

A. Residential sites

In accordance with Policy SP 2, SR-0149 (Tudor House, High Road) is allocated for residential development for approximately 124 homes.

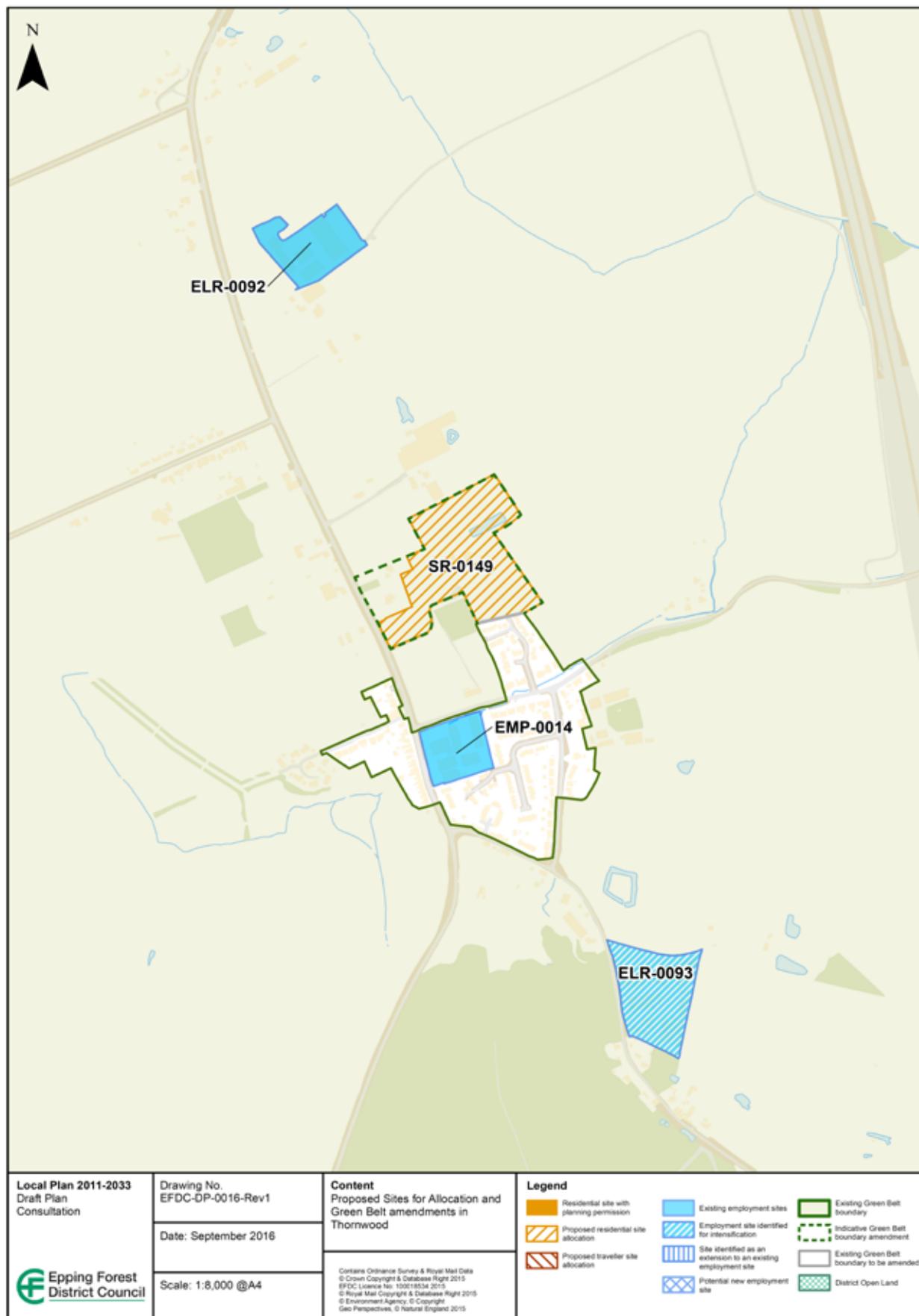
Proposals for residential development will be expected to comply with the place shaping principles identified in Policy SP 4.

B. Infrastructure requirements

Infrastructure requirements must be delivered at a rate and scale to meet the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan.

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Figure 5.20 Site allocation for Thornwood



The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Alternative options

Residential sites – spatial options

No alternative spatial options have been identified for residential sites within this settlement.

Sites for traveller accommodation – spatial options

Traveller accommodation focused in parts of the District traditionally favoured by the travelling community

Epping Forest District Council's Gypsy and Traveller Accommodation Assessment Interim Briefing Note (2016) has indicated that the majority of newly arising housing need will be from the expansion of existing households. While this option is understood to be favoured by the travelling community it was felt that this option would place undue pressure on local infrastructure and services and therefore did not represent the most sustainable option to accommodating traveller accommodation.

Traveller accommodation focused in parts of the District not traditionally favoured by the travelling community

This option was not considered to be deliverable since it was not considered to be realistic to expect all additional households to form within the parts of the District not currently favoured by the travelling community.

Employment sites

No spatial options have yet been identified for employment sites. This will be considered as part of the further work being undertaken by the Council to identify employment site allocations.

Sewardstone

Vision and aspirations for Sewardstone

What you told us?

5.193 Responses from the Community Choices consultation and stakeholder engagement on the future of Sewardstone included a preference for future development not to continue the current 'ribbon development' along the Sewardstone Road.

What are the key strengths and weaknesses to address in Sewardstone?

5.194 The following key strengths and weaknesses have been identified for Sewardstone:

- Sewardstone is a strong centre for glasshouses and horticultural industry in the District;
- historically development has been linear along the Sewardstone Road which has not supported the creation of a settlement centre and associated services; and
- 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.

5.195 Based on the findings from community consultation, stakeholder engagement and evidence based documents the following vision is proposed for Sewardstone:

Vision for Sewardstone

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.

Preferred Approach

Residential sites

5.196 The Council has considered the possible spatial options to accommodate new homes at Sewardstone. One possible spatial option was identified, which would comprise intensification within the settlement. This option was considered less suitable since it would cause significant harm to the Green Belt and continue 'ribbon' development within the settlement. No allocations for residential development are therefore proposed at Sewardstone.

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Sites for traveller accommodation

5.197 The Council has considered the possible spatial options to accommodate traveller accommodation across the District and concluded that the most suitable spatial option is to distribute pitches across the District. This option balances the preferences of the travelling community with not placing undue pressure on services in a single location. Based on the findings of the assessment undertaken by the Council no allocations for traveller accommodation are proposed at Sewardstone.

Employment sites

5.198 Draft Policy E 1 sets out the Council's preferred approach to identifying sites for employment (B Class) uses. This is to support the redevelopment, renewal or extension of existing premises for their designated use before identifying new sites. No employment sites have been identified in Sewardstone.

Preferred policy

5.199 Since no development is proposed at Sewardstone the Council does not propose to have a settlement-specific policy for this settlement.

Alternative options

Residential sites – spatial options

No alternative spatial options have been identified for residential sites within this settlement.

Sites for traveller accommodation – spatial options

Traveller accommodation focused in parts of the District traditionally favoured by the travelling community

Epping Forest District Council's Gypsy and Traveller Accommodation Assessment Interim Briefing Note (2016) has indicated that the majority of newly arising housing need will be from the expansion of existing households. While this option is understood to be favoured by the travelling community it was felt that this option would place undue pressure on local infrastructure and services and therefore did not represent the most sustainable option to accommodating traveller accommodation.

Traveller accommodation focused in parts of the District not traditionally favoured by the travelling community

This option was not considered to be deliverable since it was not considered to be realistic to expect all additional households to form within the parts of the District not currently favoured by the travelling community.

Employment sites

No spatial options have yet been identified for employment sites. This will be considered as part of the further work being undertaken by the Council to identify employment site allocations.



Fyfield

Coopersale, Fyfield, High Ongar, Lower Sheering, Moreton, Sheering, Stapleford Abbots, Sewardstonebury

5.200 In addition to the 12 settlements presented in the preceding sections, the Council is proposing site allocations in Coopersale, Fyfield, High Ongar, Lower Sheering, Moreton, Sheering and Stapleford Abbots. An alteration to the Green Belt boundary is also proposed at Sewardstonebury (Gilwell Hill).

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Preferred Approach

Residential sites

5.201 Draft Policy SP 2 sets out the estimated likely number of homes the Council will plan for in each of the following settlements over the Plan period, which is as follows:

- Coopersale approximately 50 homes;
- Fyfield approximately 90 homes;

- High Ongar approximately 10 homes;
- Lower Sheering approximately 30 homes;
- Sheering approximately 120 homes; and
- Stapleford Abbots approximately 10 homes.

5.202 The Council has considered the possible spatial options to accommodate new homes at each of these settlements. The suitable spatial options are summarised in Figure 5.21.

Figure 5.21 Spatial options by settlement

Spatial Option	Appraisal
Coopersale	
Intensification and infill	This option provides opportunities to maximise existing urban brownfield land and focuses development on lower performing Green Belt sites immediately adjacent to the settlement.
Fyfield	
Intensification	The sites proposed for residential use are clustered around the centre of the settlement. The Council does not therefore consider that there are distinct spatial options to locating residential development with Fyfield. Sites were assessed for their suitability on a case by case basis.
High Ongar	
Infill with limited expansion	This option provides opportunities to promote infill and settlement rounding by maximising existing urban brownfield land and focusing development in lower performing Green Belt sites immediately adjacent to the settlement.
Lower Sheering	
Intensification	Aside from strategic site options, which have been considered through the Housing Market Area optioneering work the sites proposed for residential development are clustered around the centre of the settlement. The Council does not therefore consider that there are distinct spatial options to locating residential development with Fyfield. Sites were assessed for their suitability on a case by case basis.
Sheering	
Intensification	This option provides opportunities to maximise existing urban brownfield land and focuses development on lower performing Green Belt sites immediately adjacent to the settlement.
Southern expansion	This option comprises a logical expansion of the settlement, promoting infill and settlement rounding.
Northern expansion	Although less favoured than the two previous options, there are no major constraints that would preclude development within this option coming forward.
Stapleford Abbots	
Intensification	The sites proposed for residential use are clustered around the centre of the settlement. The Council does not therefore consider that there are distinct spatial options to locating residential development with Stapleford Abbots. Sites were assessed for their suitability on a case by case basis.

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- 5.203 Following an assessment of the suitability, availability and achievability of residential sites located within these spatial options, the Council has identified nine sites for potential allocation across these settlements to meet the identified housing requirement, as illustrated in Figures 5.22 to 5.25 and 5.27 to 5.28.
- 5.204 The Council will be undertaking further work and holding discussions with promoters to enable more detailed guidance to be provided on each of the proposed residential allocations within the Local Plan. It will also be holding discussions with promoters, with the aim of entering into Statements of Common Ground

Sites for traveller accommodation

- 5.205 The Council has considered the possible spatial options to accommodate traveller accommodation across the District and concluded that the most suitable spatial option is to distribute pitches across the District. This option balances the preferences of the travelling community with not placing undue pressure on services in a single location.
- 5.206 The Council also considered whether there was a threshold for the number of pitches/yards per site above or below which it was more or less suitable to provide traveller accommodation. Feedback from the local traveller community indicates that while there is no one ideal site size (in terms of number of pitches/yards) generally smaller sites are preferred. This reflects the experience of the Council which considers that smaller sites (five pitches/yards or below) tend to be more successful. Therefore for new traveller sites, the provision of up to five pitches/yards is considered most appropriate. Where there is existing traveller provision on a site which has been assessed for intensification or extension, the Council considered that the existing provision and potential new provision should not exceed 10 pitches/yards subject to detailed consideration of the suitability of the site.

5.207 Based on the findings of the assessment undertaken by the Council no allocations for traveller accommodation are proposed at Coopersale, Fyfield, High Ongar, Lower Sheering, Sheering or Stapleford Abbots.

5.208 Following an assessment of the suitability, availability and achievability of traveller sites, which met the criteria set out in the preceding paragraphs, the Council has identified one site for potential allocation as a yard for travelling showpeople at Moreton, as illustrated in Figure 5.26.

Employment sites

5.209 Draft Policy E 1 sets out the Council's preferred approach to identifying sites for employment (B use class) uses. This is to support the redevelopment, renewal or extension of existing premises for their designated use before identifying new sites.

- 5.210 Fyfield has limited existing employment land that has been identified with the Former D of E site allocated in the Local Plan (1998) Maps Updated by Alterations (2006) (EMP-0020).
- 5.211 High Ongar has no existing employment land that has been identified. Land to East of High Ongar including Nash Hall Industrial Estate (SR-0394) has been identified for further intensification for employment uses.
- 5.212 Lower Sheering has limited existing employment land that has been identified with the Maltings (EMP-0017) allocated in the Local Plan (1998) Maps Updated by Alterations (2006).
- 5.213 Stapleford Abbots has limited existing employment land identified. Land at High Willows, Murthing Lane (ELR-0074) has been identified in the Employment Land Review (2010).
- 5.214 No employment sites have been identified in Coopersale, Moreton and Sheering.
- 5.215 The locations of the identified employment sites are illustrated in Figures 5.23 to 5.25 and 5.28.
- 5.216 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.

Alterations to the Green Belt boundary

- 5.217 The supporting text to Draft Policy SP 5 confirms that in order to deliver the Local Plan Strategy the Council proposes to alter the Green Belt boundary. Indicative alterations to the existing Green Belt boundary are proposed around the following settlements to remove the proposed site allocations from the Green Belt:
- Coopersale – proposed alteration to the south-east of the settlement;
 - Fyfield – proposed alteration to the south-west of the settlement;
 - High Ongar – proposed alteration to the south of the settlement;
 - Lower Sheering – proposed alteration to the north-east of the settlement;
 - Sheering – proposed alterations to the west, north and east of the settlement;
 - Stapleford Abbots - proposed alterations to the west of the settlement.
- 5.218 Alterations to the Green Belt boundary are not proposed for the site allocation identified in Moreton.
- 5.219 In accordance with Draft Policy SP 5 alterations are also proposed to remove existing residential development from the Green Belt in the following settlements:
- High Ongar – proposed alteration to remove development at Mill Grove;

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- Stapleford Abbots – proposed alteration to remove development at Kensington Park;
- Gilwell Hill – proposed alteration to remove development east of Sewardstone Road.

5.220 The proposed indicative alterations to the Green Belt boundary are illustrated in Figures to 5.25 and 5.27 to 5.29.

Infrastructure requirements

5.221 The supporting text to Draft Policy SP 2 confirms the importance of identifying and delivering key infrastructure to support residential and employment growth across the District. The infrastructure needs for Coopersale, Fyfield, High Ongar, Lower Sheering, Moreton, Sheering and Stapleford Abbots will be set out in the Infrastructure Delivery Plan.

Draft Policy P 12 Coopersale, Fyfield, High Ongar, Lower Sheering, Moreton, Sewardstonebury, Sheering and Stapleford Abbots

A. Residential sites

In accordance with Policy SP 2 the following sites are allocated for residential development:

- Coopersale - SR-0404 (Institute Road Allotments) for approximately 27 homes and SR-0405 (Coopersale Cricket Club and Coopersale and Theydon Garnon Primary School Playing Fields) for approximately 19 homes;
- Fyfield – SR-0049 (land south-east of Chipping Ongar Road) for approximately 85 homes;
- High Ongar – SR-0181 (land at Mill Lane) for approximately 10 homes;
- Lower Sheering – SR-0032 (land at Lower Sheering) for approximately 26 homes;
- Sheering - SR-0033 (land at Daubneys Farm) for approximately 16 homes, SR-0073 (land to the East of the M11) for approximately 89 homes and SR-0311 (land to the north of Sheering) for approximately 12 homes; and
- Stapleford Abbots – SR-0873 (rear of Mountford and Bishops Brow, Oak Hill Road) for approximately 10 homes.

Proposals for residential development will be expected to comply with the place shaping principles identified in Policy SP 4.

B. Travelling showpeople sites

In accordance with Policy SP 3 the following site is allocated for travelling showpeople accommodation:

- GRT_I_09 (Lakeview, Moreton) – 1 yard

C. Infrastructure requirements

Infrastructure requirements must be delivered at a rate and scale to meet the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan.



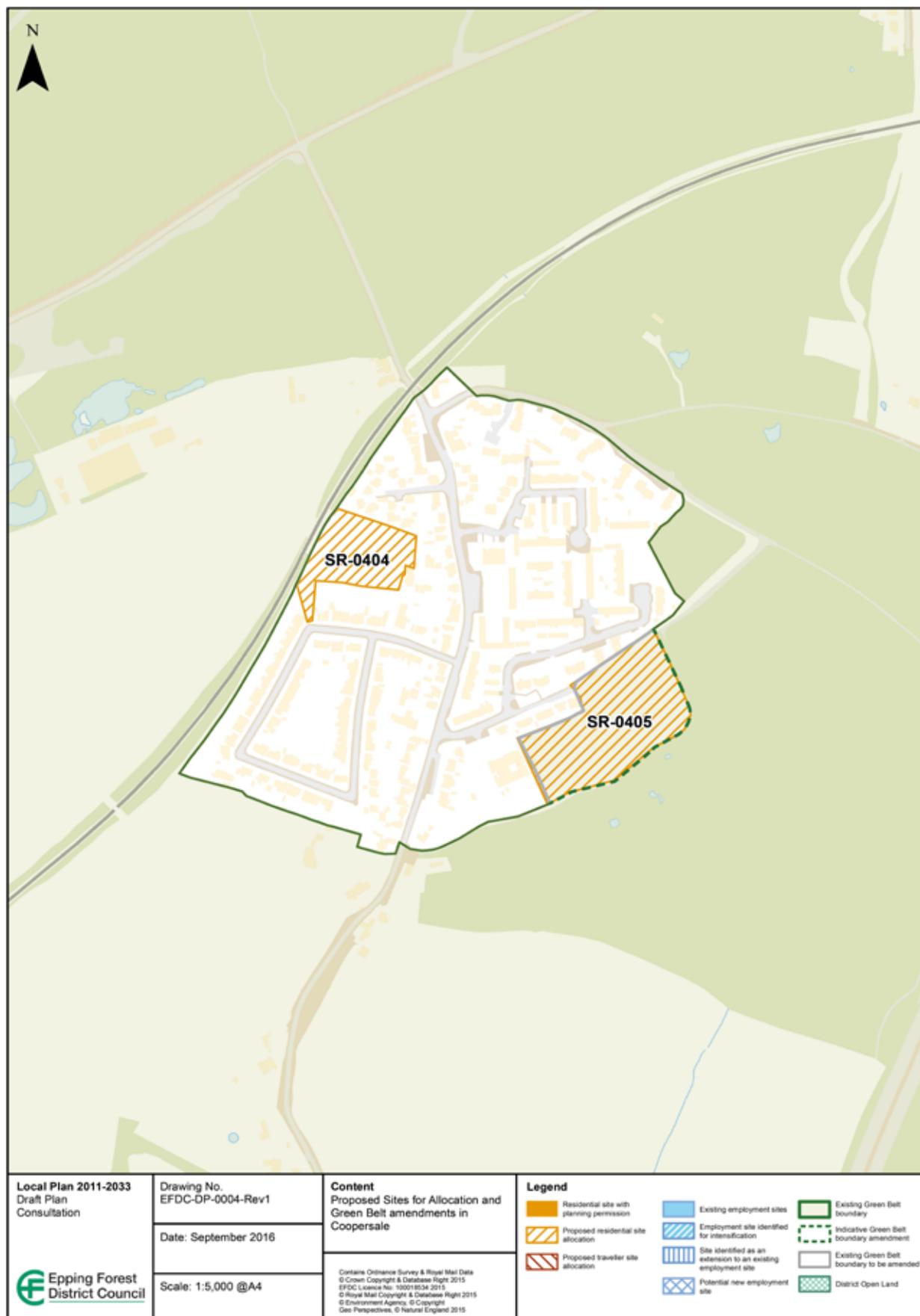
Moreton



The Nags Head Moreton

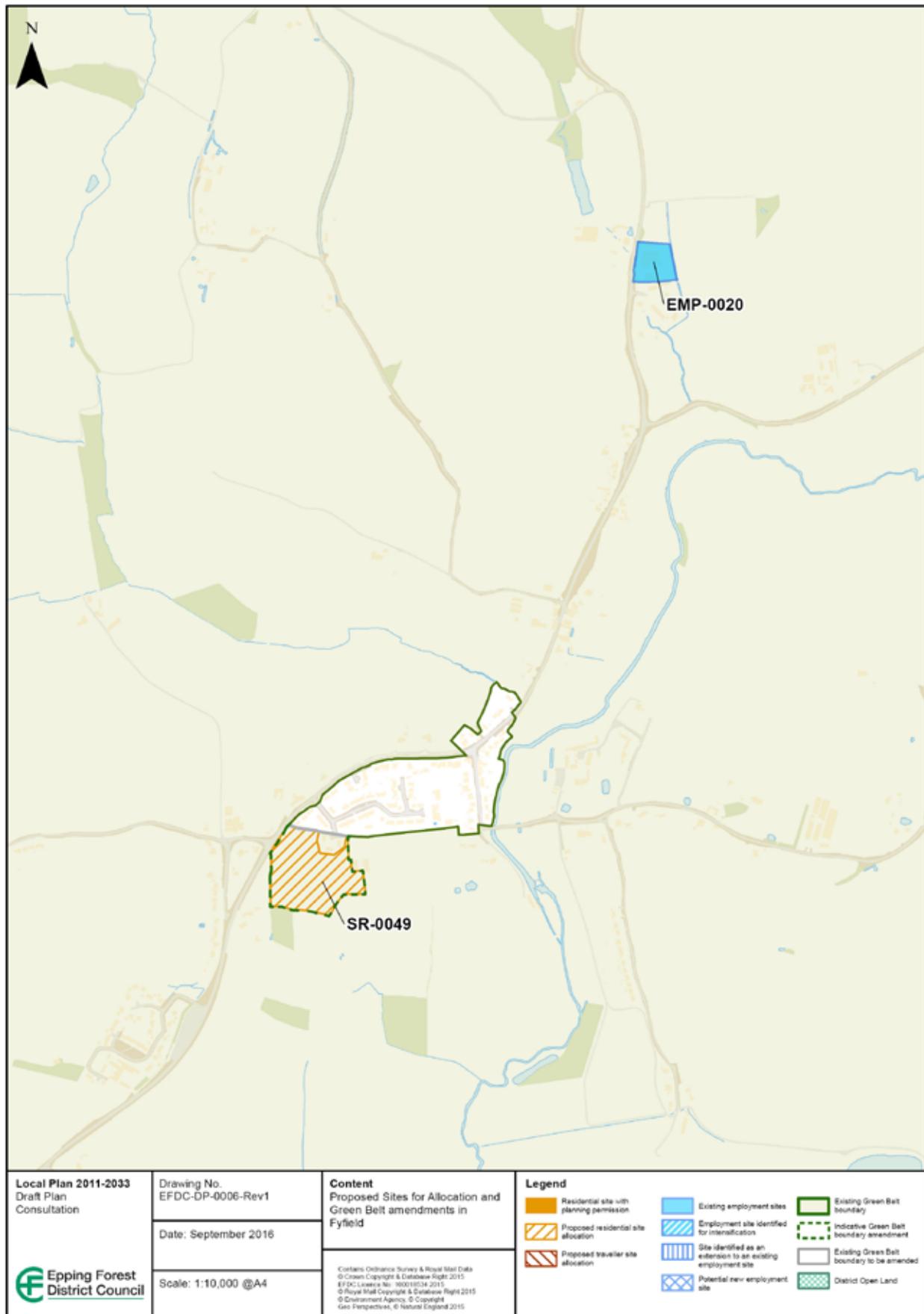
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Figure 5.22 Site allocations for Coopersale



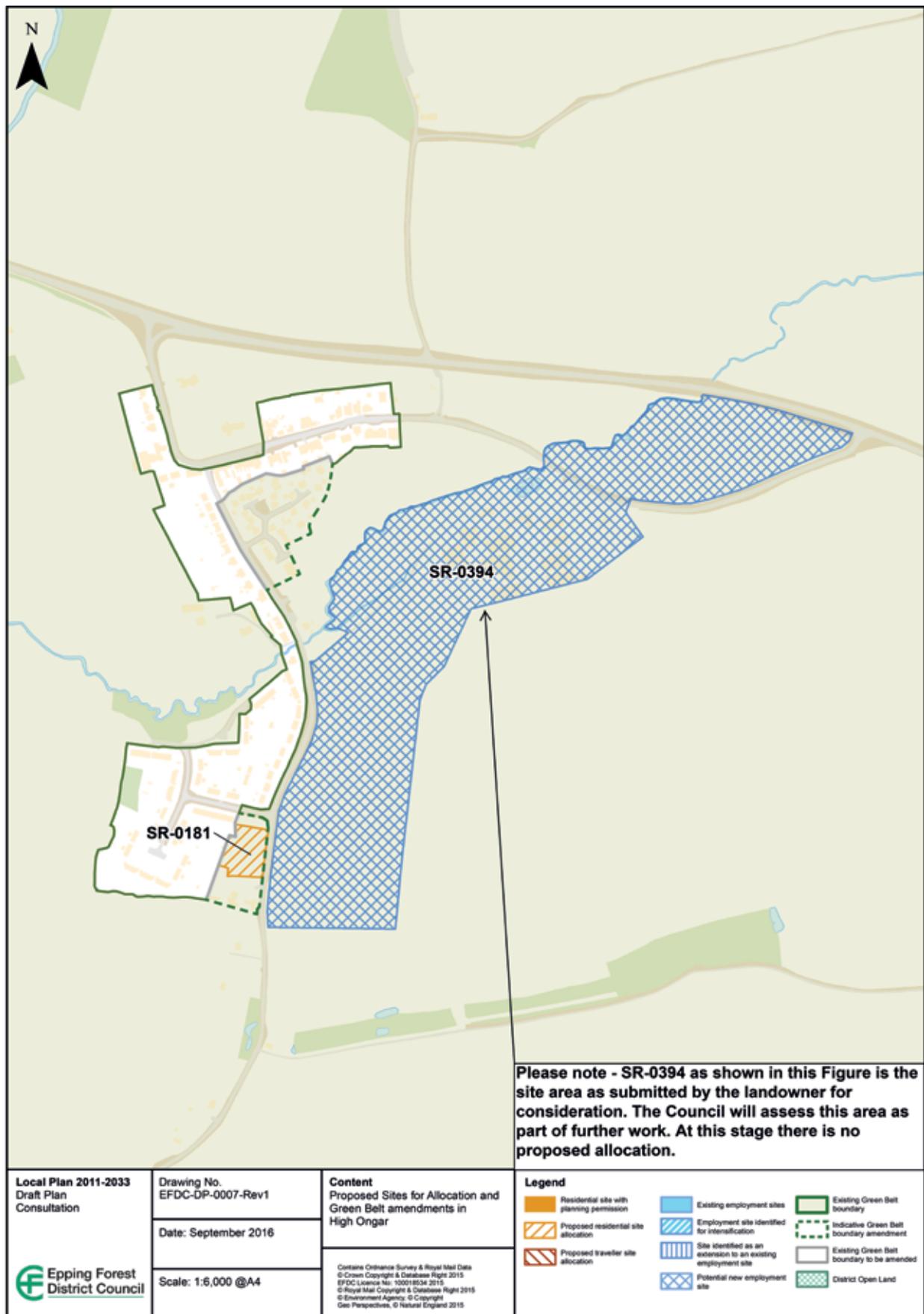
The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Figure 5.23 Site allocations for Fyfield



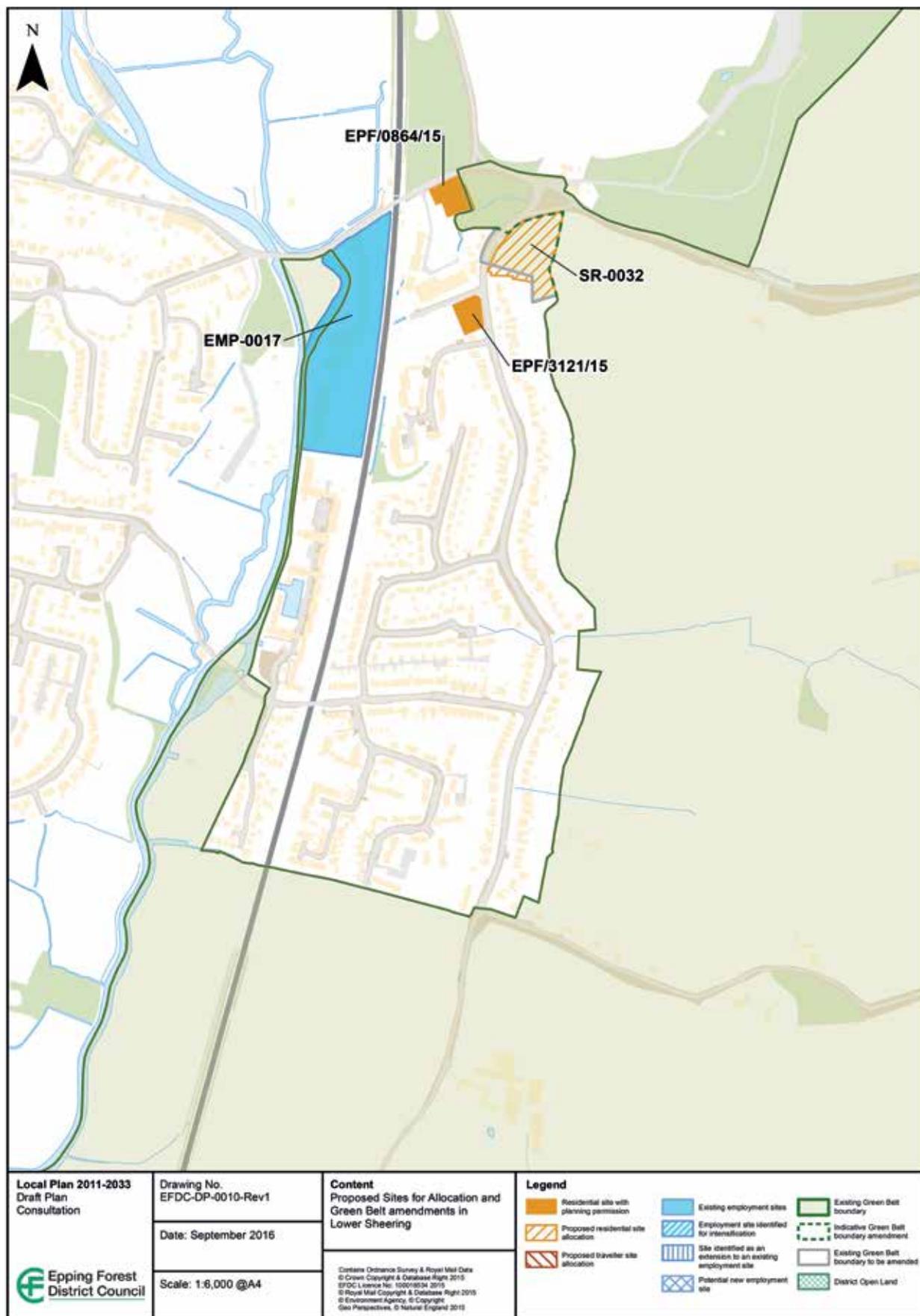
The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Figure 5.24 Site allocations for High Ongar



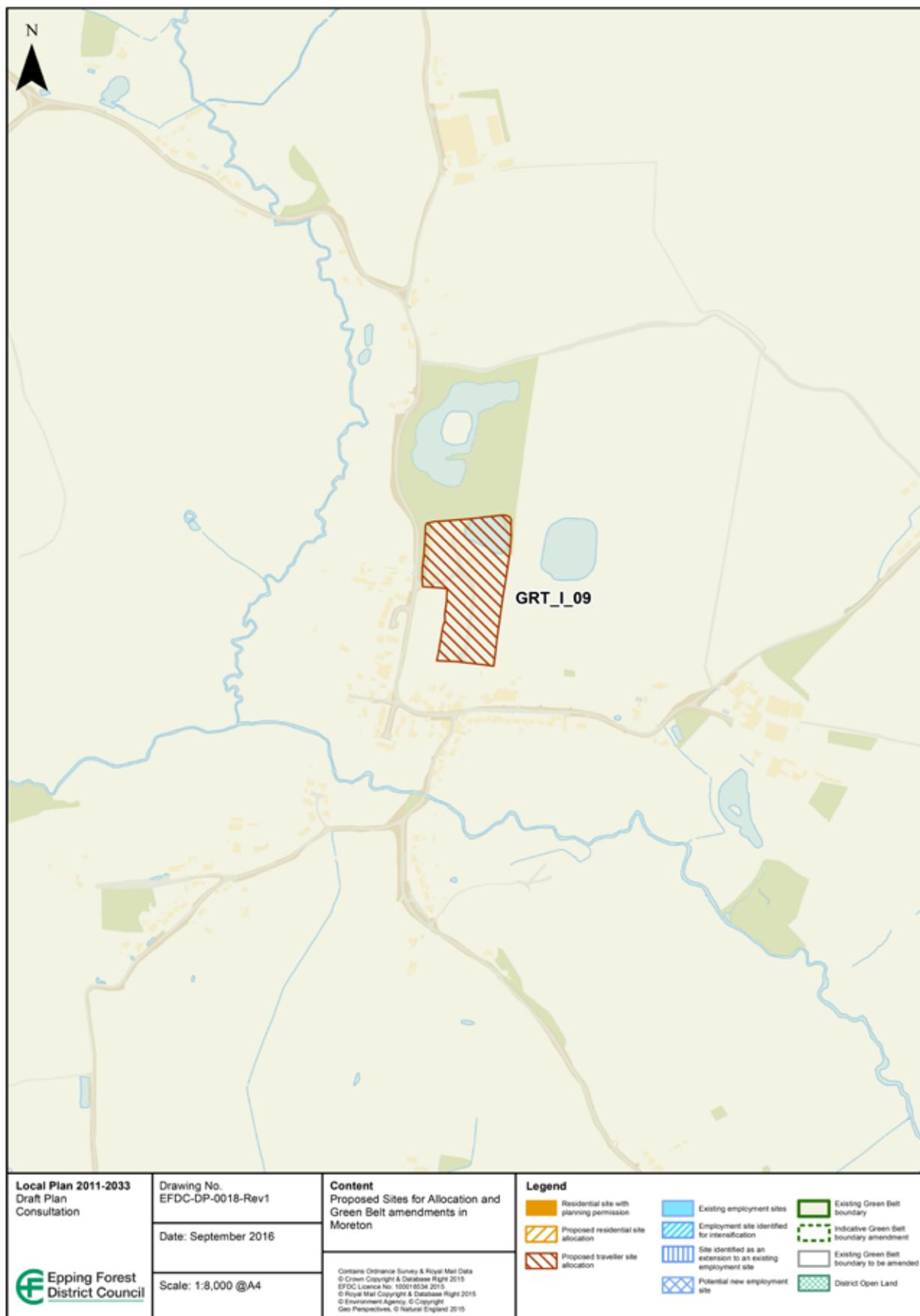
The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Figure 5.25 Site allocations for Lower Sheering



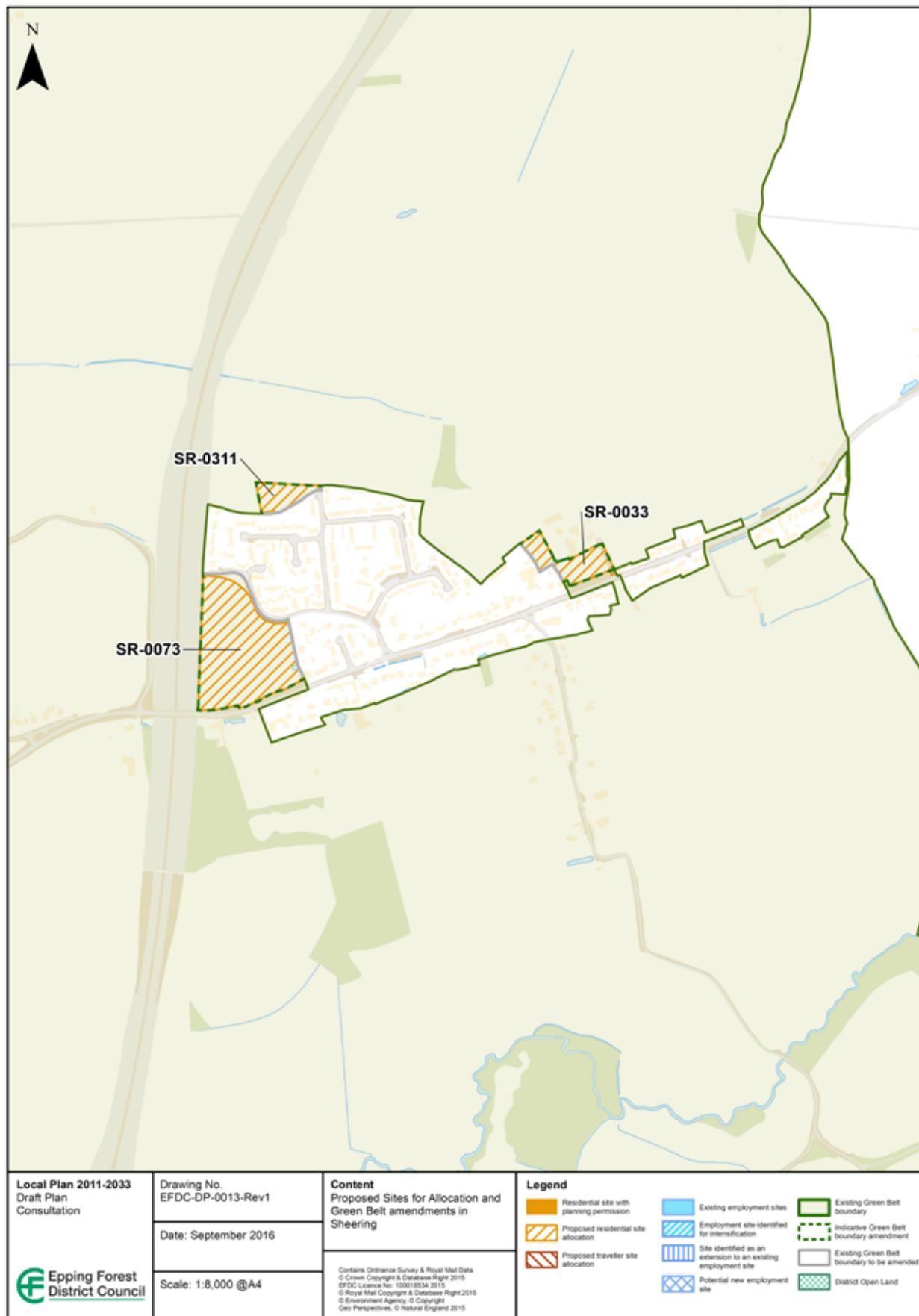
The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Figure 5.26 Site allocations for Moreton



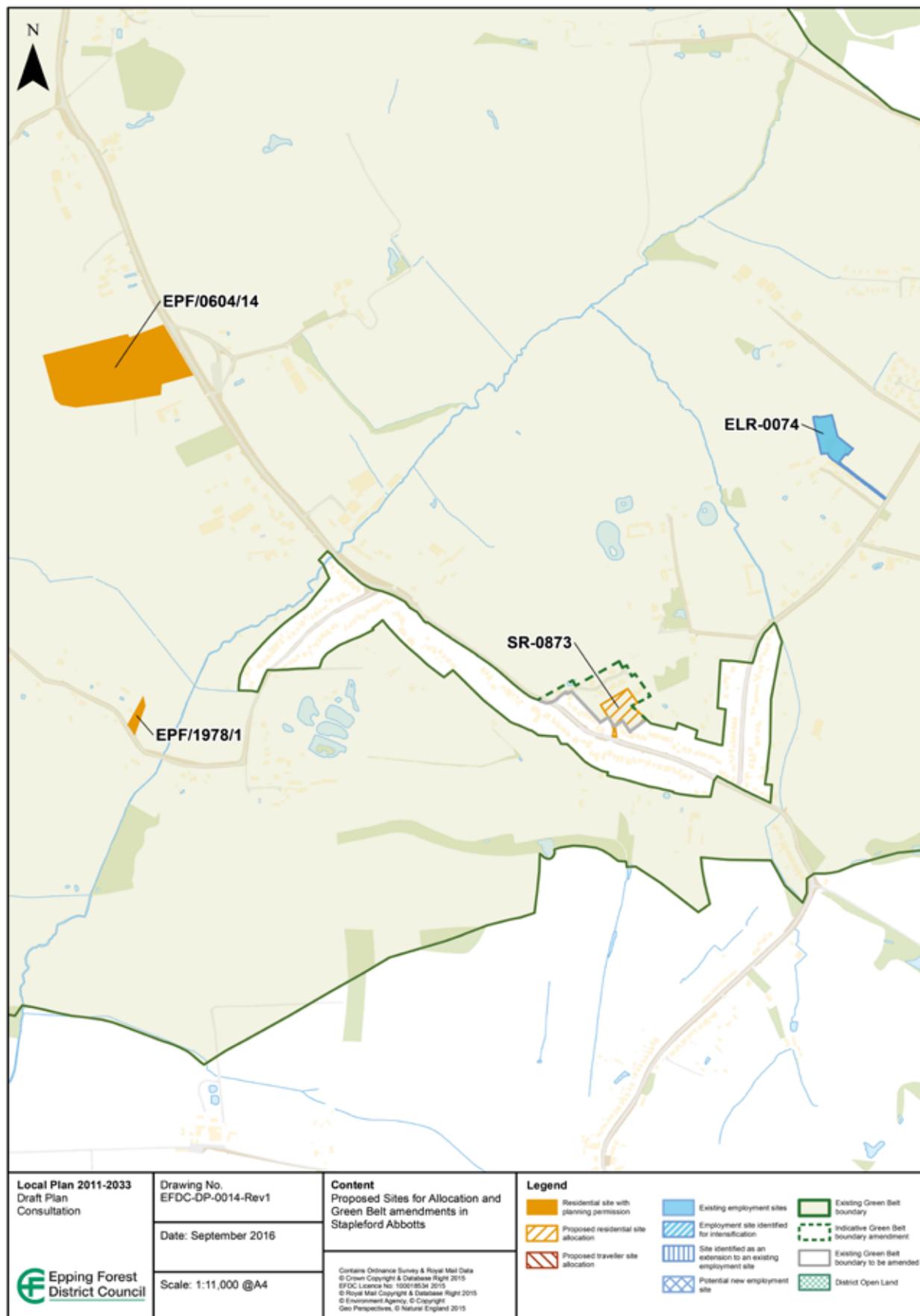
The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Figure 5.27 Site allocations for Sheering



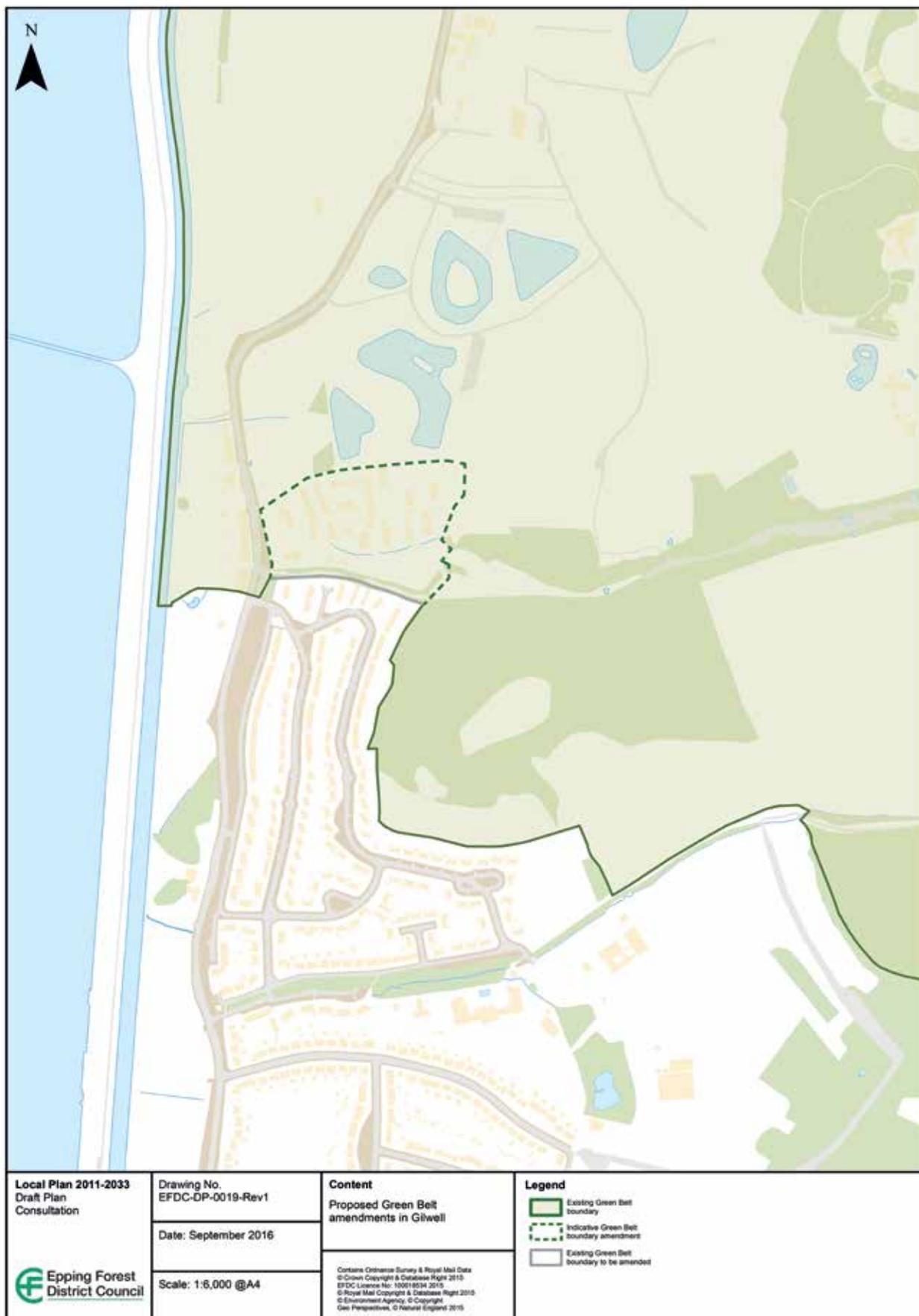
The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Figure 5.28 Site allocations for Stapleford Abbots



The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'

Figure 5.29 Green Belt alteration for Gilwell Hill (Sewardstonebury)



The Local Plan should be read as a whole. Proposals will be judged against all relevant policies!

Alternative options

Residential sites – spatial options

High Ongar

Western expansion This option would significantly harm the Green Belt, compromise the historic setting of Chipping Ongar, and are locations which are more sensitive in landscape terms. Expansion to the west of High Ongar could also harm the Scheduled Monument Ongar Castle.

Coopersale, Fyfield, Lower Sheering, Sheering and Stapleford Abbotts

No alternative spatial options have been identified for residential sites within these settlements.



Sheering

Sites for traveller accommodation – spatial options

Traveller accommodation focused in parts of the District traditionally favoured by the travelling community

Epping Forest District Council's Gypsy and Traveller Accommodation Assessment Interim Briefing Note (2016) has indicated that the majority of newly arising housing need will be from the expansion of existing households. While this option is understood to be favoured by the travelling community it was felt that this option would place undue pressure on local infrastructure and services and therefore did not represent the most sustainable option to accommodating traveller need.

Traveller needs accommodated in new sites with a proposed capacity of over five pitches

Feedback from the local traveller community indicates that while there is no one ideal site size (in terms of number of pitches) generally smaller sites are preferred. Historically larger sites for traveller accommodation within the District have not tended to integrate as effectively with the settled community, have generated more site management issues and have had a significant adverse impact on the character of an area. Given these impacts promoting such an approach is not considered consistent with the requirements of the planning policy for traveller sites.

Traveller accommodation focused in parts of the District not traditionally favoured by the travelling community

This option was not considered to be deliverable since it would not be realistic to expect all additional households to form within the parts of the District not currently favoured by the travelling community.

Employment sites

No spatial options have yet been identified for employment sites. This will be considered as part of the further work being undertaken by the Council to identify employment site allocations.

The Local Plan should be read as a whole. Proposals will be judged against all relevant policies'