



EPPING TOWN NEIGHBOURHOOD PLAN

Regulation 16 Submission Version Nov 2023



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FOREWORD

By the Mayor, Epping Town Council



Epping like many other areas needs to address the prospect of new housing. The new Epping Forest District Local Plan 2011-2033 was adopted in March 2023.

An earlier draft of the Epping Forest District Local Plan 2011-2033 showed an additional 1300 new homes with little additional transport infrastructure. Modifications to the plan to protect Epping Forest has seen this reduce to 705 new homes. National policy has a presumption in favour of development which accords with an agreed up-to-date plan with housing based on objectively assessed needs, in the absence of such a plan development could be approved without regard to local wishes or needs. There is insufficient space to build the required number of houses in Epping without building on green-belt land. The chosen locations

need the least additional infrastructure provision making them the most viable and least environmentally damaging.

The Parish already suffers considerable congestion problems so this Neighbourhood Plan sets out proposals for new homes to retain the character of the area and generate the road and rail improvements to support them. The option for new homes at 'South Epping' is considered to be more acceptable than other possible sites around the Parish with least encroachment on Green Belt.

During the preparation of this Plan, the future potential of several sites in the town centre was a key focus. In October 2021 planning permissions were granted for five sites delivering a new £25m leisure centre, a new multi-storey car park, commercial units and 269 new homes. These permissions reflected the evolving Plan's aims regarding support for the town centre, leisure, parking and residential development.

Epping is a modern town, influenced by its proximity to London for work, shopping and leisure, but retaining its heritage and unique position situated in Epping Forest. As well as the town sitting astride an old route linking London and Cambridge, the Parish includes rural and farming land and villages such as Coopersale and Fiddlers Hamlet. The preparation of the Neighbourhood Plan has been undertaken to ensure that the growth of the residential community and proposed heritage-based visitor enterprises respect the area's wonderful green setting. They will also need to reflect the nature of our town, supported by adequate facilities and suitable transport provision.

A key theme of the Neighbourhood Plan is to protect Epping Forest and the green spaces which contribute most to the natural environment, charm and appearance of the area, while seeking transport investment which enables suitable spaces to be developed meeting housing needs over the Plan period.



The Neighbourhood Plan identifies site allocations for:

- approximately 705 dwellings (subject to densities)
- site allocations for a new health hub, new school and leisure centre
- improved car parks to enable access to the town and transport connections
- areas for specialist housing, for elderly (semi-independent living units) and young / affordable homes.

The Epping Forest District Local Plan 2011-2033 recognises Epping as one of the two main centres within the District. It sits in the London Stansted Cambridge Corridor, and this Neighbourhood Plan sets out proposals to develop the heritage / tourism role for the town and area. This includes a proposed town centre development.

The vitality and viability of Epping will only continue with suitable and adequate facilities within the town and sustainable transport to connect with the surroundings and into London. This Plan aims to safeguard land for station improvements in Epping and connections which enable travellers from the wider area to access the tube. These connections would negate the strong desire for people to drive to Epping to access the London Tube rail network. Relying on cars for the majority of such journeys has consequent unacceptable implications for pollution, congestion, and demand for commuter car parking and all-day parking in residential areas to the detriment of residents. Extending the Central Line to North Weald Bassett may not currently be a realistic option but Epping's future requires an effective and innovative solution before further growth is set in motion.

The Plan covers the period up to 2033.





1. INTRODUCTION



1.1 The Neighbourhood Plan for Epping has been drafted by residents and councillors and adopted by Epping Town Council as a framework for the growth of the town which provides homes for the future and the infrastructure - roads and facilities - to support it. It also seeks to protect the character and appearance of the town and the green environment which helps to make it special. Traffic congestion is already an issue and the Plan emphasises the need for improvements to the road and rail connections before major new developments can take place.

1.2 The Neighbourhood Plan covers the whole parish – see Map overleaf and Annex G. Neighbourhood Plans were introduced by the Localism Act 2011 as a statutory planning document to allow local communities to identify the challenges facing their areas and to put forward potential solutions. Epping Neighbourhood Plan has been produced following extensive consultation with local residents and organisations. Once the Neighbourhood Plan has been finalised, it

will be submitted to Epping Forest District Council (EFDC) to be checked to ensure that it and accompanying documents comply with legal requirements. Once EFDC are satisfied that all is in order, they will formally publicise that Epping Neighbourhood Plan has been submitted. An independent examiner is appointed by EFDC to look at the Neighbourhood Plan which is examined with the agreement of the Neighbourhood Planning Advisory Committee. The independent examiner issues a report on the Neighbourhood Plan and if it is recommended, it can go to referendum. Assuming that the Neighbourhood Plan goes to referendum, anybody registered to vote in the Epping parish area will be entitled to vote. A simple majority of over 50% of those voting in favour of the plan is enough for it to succeed. The Neighbourhood Plan would then be adopted as a Planning Policy document. Once the Neighbourhood Plan is adopted, planning applications will still be decided on by the local planning authority in the usual way but considering policies in the Neighbourhood Plan as well

as Epping Forest District Local Plan 2011-2033.

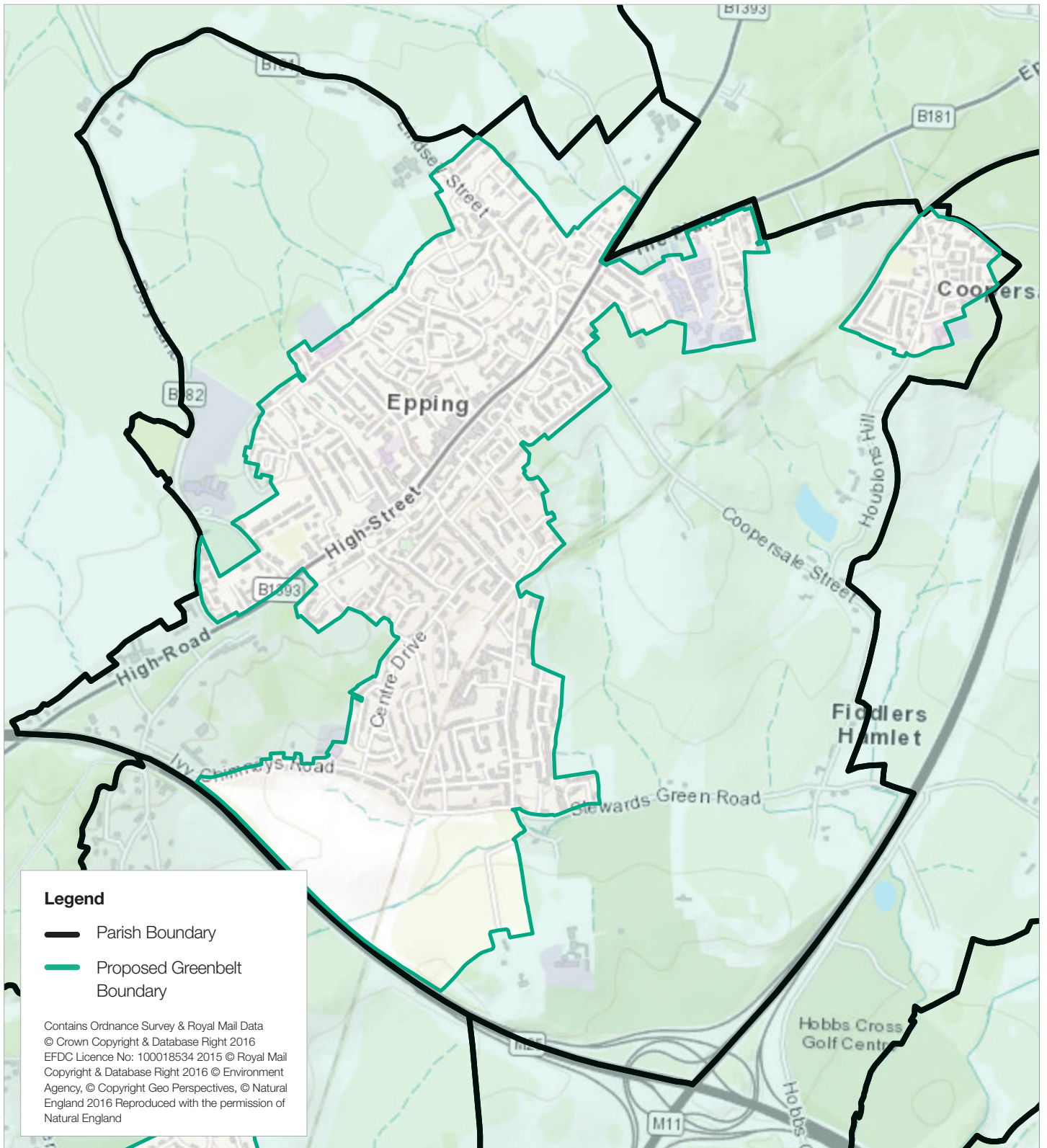
The plan has been undertaken within the framework of the National Planning Policy Framework (NPPF)^{*} and relevant legislation, notably the Neighbourhood Planning (General Regulations) 2012, the Localism Act 2011, and the Town & Country Planning Act 1990 as amended.

^{*} The National Planning Policy Framework sets out central government's planning policies for England and how these are expected to be applied.

1.3 Epping is an historic market town on an old route from London to Cambridge, now supplanted by the M11 to the east. Surrounded by rolling fields and forest, it is connected to London by the London Underground's Central Line and sits north of the M25 motorway. The town has no direct access to a junction on either of the nearby motorways. Epping Town is in the south west of Essex, astride a ridge, about 100m above sea level, it is separated from the outer suburbs of London by the forest which bears its name. The population



MAP OF EPPING PARISH AND GREENBELT BOUNDARY





within the Town Council area is approximately 12,000 with an area of 1,488 acres / 2.325 square miles.

1.4 Coopersale and Fiddlers Hamlet are two smaller communities detached from Epping in the east of the Parish near the line of the M11. Epping Upland is a separate, mostly-rural Parish to the north-east of the town.

1.5 Epping Town has owed much of its development to its main road position and its proximity to London. The 19th century coach traffic through the town with its 27 inns was overtaken by the opening of a railway line to Loughton in 1856 by the Eastern Counties Railway Co, later extended to High Ongar. Epping railway station was built about half a mile to the east of the High Street in order to avoid the high ridge on which the town is built, encouraging new house building. The railway was electrified after the Second World War and became part of the London Underground Central Line, creating more housing demand from commuters. Some years ago the Epping to Ongar line was closed down by London Underground, which is now run as a heritage railway by a local volunteer group.

1.6 Epping's identity is linked with that of Epping Forest, known as "the Town of the Forest". In early times the whole of Essex was covered by forest, much of it a Royal Hunting Forest. Clearings and enclosures by favoured citizens drastically reduced the total forest area. In the 1870's the Corporation of London, being Commoners of the Forest, brought a case to court against enclosures. The case was won and in 1878 the Epping Forest Act was passed by Parliament. Queen Victoria, on visiting the Forest in 1882 said "It gives me the greatest pleasure to dedicate this beautiful Forest to the use and enjoyment of my people for all time". The 1878 Act appointed the Corporation of the City of

London as Conservators of Epping Forest, owning and managing the 6000 acres of the Forest to the present. There is no cost to the local ratepayer for the enjoyment of this priceless asset. In recent years the Conservators have purchased over 1800 acres of "buffer land". This open land, adjoining the Forest, will now give protection against threatened development close to Forest land. In 2005, the Conservators and Epping Town Council jointly purchased 7.5 hectares of 'buffer land' at Swaines Green on the southwest boundary of Epping, now maintained by 'The Friends of Swaines Green' one of many local clubs and charities which enrich the local community.

1.7 There are over 85 statutorily or locally listed buildings* in Epping and much of the High Street area is within two Conservation Areas. A few timber framed buildings from the 17th century still exist there, including the Black Lion public house and Apple Tree Cottage (15th century). Along the main road some fine 18th century buildings can be seen. On the left, coming into Epping Town from the south, Winchelsea House and Epping Place are prominent. Hillcrest, Forest Lodge and Wintry Park Farm can be seen at the other end of the town. Kendal Lodge in Hemnall Street is another attractive 18th century building.

* Several buildings are listed as one item but contain several postal addresses / properties.

1.8 A baseline study to support the preparation of the Neighbourhood Plan found:

- Epping Parish is an historic market town surrounded by fields and woodland in the south west of Essex bonded to the east by the M11 and the south by the M25,
- the town has direct access to all parts of London via its Central Line underground railway station, but the town has no direct access to a junction on either of the nearby motorways,

- Epping in 2023 is a modern, mainly residential community centred around a historic High Street with approximately 5,000 homes and a population of 12,000,
- the percentage of older people is higher than the averages for the county and national figures,
- travel to work patterns (2011) showed an emphasis on cars and vans (2,801 people driving and 147 as passengers), tube travel (1,545), train (145), bus (75), taxi travel (74), motorcycles (310), pushbikes (51) while 448 people walked and another 313 worked from home,
- levels of deprivation are low - out of 5,039 homes 2,378 had no deprivation factors, 1,635 had 1 - e.g. elderly, 831 had 2 factors - e.g. low income / single parent, 175 had 3 and 20 homes exhibited 4 or more deprivation factors,
- The community is relatively healthy with a high proportion giving their ethnicity as white from UK or Europe,
- House prices across Essex have been increasing year on year outstripping wages, making home ownership less and less affordable,
- the open and green spaces around Epping and within the urban area itself, the area of Epping Forest with its 'buffer land', and the Green Belt within the Parish are features that make Epping distinctive,
- the main employment areas and employers in Epping are the town centre / High Street, office development rear of High Street off Baker's Lane, Bower Hill industrial estate, Epping Forest District and Epping Town Councils, Essex County Council (schools, education and social care), St Margaret's Hospital and the health authority, Tesco and London Underground,
- it does not have the higher level functions - major retail, commercial head offices, distribution, service,



administrative, legal etc, are found in some of the relatively accessible larger towns nearby,

- Epping Town occupies a position in the London Stansted Cambridge Corridor (LSCC),
- the main source of further education and skills training is the New City College located outside the Parish in Loughton,
- the High Street is the predominant employment / commercial area and is made up of two-storey buildings predominantly with commercial units on the ground floor with a mix of commercial and residential above. There are a number of units present on the High Street from the 'Key Attractors' identified for town centres - Marks & Spencer, Boots, WHSmith and Tesco, plus a weekly market held on Mondays and Bank Holidays,
- the town has a range of sporting and health facilities, plus primary schools,
- there are three conservation areas and over 85 statutorily or locally listed buildings in Epping, a few timber framed buildings from the 17th century and one from the 15th century.





2. EPPING: THE BIG PICTURE

Context, National Policy & Epping Forest District Local Plan 2011-2033



2.1 The government's National Planning Policy Framework is the backbone of the planning system with sustainable development: economic, environmental and social, at their core. This Plan has been prepared with regard to the provisions of the National Planning Policy Framework (NPPF) and how they apply to Epping.

2.2 The Neighbourhood Plan follows the allocations for new housing in the Epping Forest District Plan, in order to meet the requirements of land supply set out in the NPPF, with consequent alterations to the Green Belt boundary.

2.3 Extensive local consultation to support the preparation of this Plan was undertaken to identify topics and issues during September and October 2015 before the Neighbourhood Plan was prepared. The Headline results are opposite.

2.4 The Development Plan for Epping Forest consists of the following documents:

- the Epping Forest District Local Plan 2011-2033;
- Essex Minerals Local Plan 2014; and
- Essex and Southend Waste Local Plan 2001

2.5 Epping Forest District Council (EFDC) commenced the Epping Forest District Local Plan 2011-2033 by co-operating with adjoining local authorities.

What residents like

- Strong sense of community
- Good transport links to London
- Surrounding countryside and forest
- Market town character

Big Issues to address

- Local parking and through traffic
- Protection of Green Belt and surrounding countryside
- Appropriate infrastructure for new housing
- Police presence
- Access to GP and medical services
- More independent shops
- Swimming pool

2.6 The Epping Forest District Local Plan 2011-2033 sets out strategic policies and identified sites as the most suitable and sustainable for development and regeneration. Initially the Plan showed a reduction in the new homes allocated to Epping parish from 1600 to 1300; under the final proposals, this will reduce to approximately 705. The Plan sets out a framework of Strategic Policies relating to:



- Vision for the London Stansted Cambridge Corridor Core Area
- Lee Valley Regional Park Vision
- The Vision for the District
- Plan Objectives
- Presumption in Favour of Sustainable Development
- The Spatial Development Strategy to support Housing and Economic Needs
- Spatial Development Strategy 2011-2033: for new homes and new jobs
- Strategic Allocations around Harlow
- Place Shaping
- Green Belt and District Open Land
- The Natural Environment, Landscape Character and Green Infrastructure

Joint Statement for the Cooperation for Sustainable Development Board on 22 September 2015

On 22 September 2015, the Co-operation for Sustainable Development Board (the Board) noted the updated Strategic Housing Market Assessment (SHMA) for the West Essex / East Herts area (covering East Herts, Epping Forest, Harlow and Uttlesford Districts) and an associated joint report on economic growth. The new SHMA identifies a total objectively assessed housing need for the Housing Market Area as a whole of 46,100 net additional dwellings over the Epping Forest District Local Plan 2011-2033 period 2011-2033. The figures are broken down by District – East Herts DC 16,400; Epping Forest DC 11,300, Harlow DC 5,900 and Uttlesford DC 12,500.

2.7 The Policies in the EFDC Plan for Epping aim to continue the town's role as one of the main towns within the District and covers the provision of approximately 700 dwellings. Existing employment land had 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 Strategic Land Available Assessment (SLAA) identified one site: St John's Road Area (SR-0281) as suitable for intensification.

2.8 A set of District-Wide policies was followed by area-specific proposals and policies. Epping is identified as a town in the settlement hierarchy, and one of the District's two town centres with Loughton High Road. The Pre-Submission Draft Plan prepared by EFDC has a 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. The settlement will continue to benefit from a strong range of existing facilities and social infrastructure. Future residential development will make a strong contribution to supporting Epping's existing services. The existing character of this historic market town will be protected, and heritage assets will be enhanced wherever possible. A new vibrant community will be delivered at the south of the town. This will integrate fully and complement the existing community.

Linkages to Epping's surrounding landscape and highly performing Green Belt will be maximised, and housing will be located and designed in a manner that limits the potential for harm to this important asset. Public open space, footpaths and linkages across the town will be improved. In particular, new connections will be delivered between the town's existing open spaces and planned development.

Epping will continue to have a mix of independent and national retailers. New commercial and employment uses will be encouraged where they support local business and start-up enterprises in order to ensure that the town retains a strong employment base. The offer of the town will be promoted and expanded. The impact of further development on Epping Forest, in terms of air quality and further recreational pressure will be minimised. Mitigation measures will be implemented where necessary.

2.9 The Epping Forest District Local Plan 2011-2033 will identify specific employment allocations, and to further consider opportunities to intensify and extend existing sites where appropriate. In order to deliver the Epping Forest District Local Plan 2011-2033 Strategy, EFDC 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 Epping Forest District Local Plan 2011-2033 emphasises 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.



2.10 Epping Town Council welcomes many of the policies in the Epping Forest District Local Plan 2011-2033 - new job delivery, town centre development and regeneration, site allocations around Harlow, place-shaping, varied new housing densities, SP5 Green Belt and District Open Land, protecting the Natural Environment, Landscape Character and Green Infrastructure, Habitat protection, Housing Mix and Accommodation Types, Affordable Housing, Town centre Hierarchy, Shop Fronts and the Visitor Economy.

PREPARATION OF THE NEIGHBOURHOOD PLAN

2.11 Five key issues for Epping in this Neighbourhood Plan were the basis for the Topic Groups' work and the Neighbourhood Plan Advisory Committee:

- the appropriate level and locations of new housing for Epping which respect the green space and Forest setting of the town
- appropriate parking and sustainable transport infrastructure linking area Epping with adjoining areas and London within the constraints and limitations imposed for instance by Epping Forest
- provision of services and facilities to support the community,
- development in the town centre to sustain its commercial vibrancy and vitality, and which supports the growth of heritage-related visitors, and
- appropriate development and design requirement which respect the character of the town.

2.12 From this work, the Neighbourhood Plan proposes new housing development, facilities and infrastructure while avoiding the risk of altering the nature of the town from market towards dormitory town. The nature of the area means that the parts of the solutions to problems such as addressing traffic congestion lay beyond the Parish boundaries.





3. VISION AND AIMS



3.1 The Epping Town Neighbourhood Planning Advisory Committee met on 6th September 2016 to consider the Neighbourhood Plan Vision for what Epping will be like in the future. This vision and associated aims provided direction, context and a 'frame' for the Topic Groups' work on Housing, Transport and Parking, Town Centre, Arts, Culture and Recreation, Historic and Built Environment, and Natural Environment.

3.2 The Committee considered the factors which contribute to the quality of life in Epping which should be respected in the proposals and policies:

- sense of community
- natural environment
- the character of the town
- links into London and the associated employment opportunities
- sense of scale
- an 'island' identity in the midst of the Forest.

3.3 The Vision for the Neighbourhood Plan:

A community proud of its quality of life, its market-town heritage, proximity to London, and its strong links to Epping Forest, ready to maximise its potential as a destination of historical importance.

A community which acknowledges the need for proportionate new housing with increased infrastructure and jobs, facilities, amenities and buildings to support local needs and a town centre which is working, sustainable, varied and vibrant containing a balance of retail, commercial, employment and mixed residential developments respecting the surroundings, attracting residents, visitors and tourists to its varied commercial, arts, recreation and cultural offers.

A community which values its location in the Green Belt and the green spaces contributing to the appearance and vitality of the Parish.

3.4 Aims to support the Vision:

- a) To respond to local housing needs with a mix of dwelling types, where new housing respects the town's quality of life and is integrated without materially damaging the local environment and has easy access to transport
- b) To shape development within the town centre to create a range of retail and other appropriate commercial activities, contributing to the area's vibrancy and attractiveness respecting Epping's scale, heritage and character
- c) To ensure a mix of leisure and recreational facilities plus improved infrastructure such as schools, transport, medical and other facilities for all age groups, particularly for young people
- d) To retain and enhance the town's historic buildings, Charter market, conservation areas, and links to the Forest and Green Belt
- e) To identify improvements to the existing transport and car parking network for travel within Epping, connections



to London and neighbouring areas, supporting the future of the community with accessibility and sustainability at its core

- f) To enhance the appearance of the historic town centre through improvement to the 'public realm' which provides a frame for the town's activities, enhancing its appearance and heritage
- g) To identify opportunities which encourage the development of enterprise and expertise promoting jobs and other commercial activities, and maximise Epping's potential as a destination of historical significance, a centre for the area's arts, recreation, cultural and heritage offers.

3.5 The policies set out below will regulate the use of land to meet this Vision and Aims, plus a number of 'Community Aspirations' - non land-use proposals but which support the clear direction for the Parish's growth and development.





4. THE FOREST, GREEN BELT & NATURAL ENVIRONMENT



4.1 Epping Forest with its ‘buffer land’, and the Green Belt within the Parish are two of the features that make Epping distinctive, contribute hugely to the character of the area and help to make the town and villages pleasant to live in. Protection of The Forest and the Green Belt is a major theme of this plan. There are already considerable numbers of visitors to Epping and the Forest each year and the Plan has policies to develop this potential and improve visitor access, develop the related economic possibilities for shops, restaurants, accommodation, cycle hire and other facilities as well as better signage and information.

4.2 Protection of the Green Belt is a strong theme within the National Planning Policy Framework with proposals:

- to use a sequential approach to sites for development and identified housing requirement before considering the release of Green Belt land,
- maximising the contribution from brownfield and surplus public land, regenerating estates, releasing more

POLICY 1: PROTECTION OF THE FOREST AND THE GREEN BELT

This Plan describes the extent of Epping Forest and the Green Belt within Epping Parish (see Map 1). The Green Belt boundary has been adjusted, to enable the growth and development to support Epping’s future in line with the proposed changes in the Epping Forest District Local Plan 2011-2033. Within the Green Belt boundaries shown in Map 1, development proposals will be considered against policies in the National Planning Policy Framework and the Epping Forest District Local Plan 2011-2033.

Improved accessibility to the countryside around Epping will be achieved through the installation of the ‘Epping Greenway’ paths, combined cycleway and footpaths to link the town with the surrounding countryside as shown on Map 1 to accord with the draft Green Infrastructure Strategy by EFDC. Signage and visitor Information will be enhanced to promote visits to the area.

Increasing visitors to the Forest is not the aim of this policy nor other parts of the neighbourhood plan, instead to encourage any visits to the Forest to be taken in a more sustainable way and to direct visitors and residents to access other parts of the countryside around Epping other than the Forest.

- small and medium sized sites, allowing rural communities to develop exception sites and making it easier to build new settlements,
- building on the success of neighbourhood planning to allow communities a stronger voice in new housing and design,
- encouraging higher densities in urban locations / areas of high housing demand to ensure that there is a suitable mix of housing types, and that the pressing need for affordable housing isn’t overlooked.



4.3 The Neighbourhood Plan does not propose any additional changes to the green belt boundary beyond those shown in the Epping Forest District Local Plan 2011-2033. The extent and nature of open space around and within Epping town contributes to its visual setting and high quality of life for residents and visitors. This open space comes in different forms, woodland, road-side landscaping, formal parks and informal open space, play areas, school fields, incidental and private open spaces. Trees can be protected by a Tree Preservation Order, Conservation Area designation or planning conditions. A Tree Preservation Order (TPO) is an order made by a local planning authority to protect specific trees, groups of trees or woodlands in the interests of amenity. This protection can include old hedgerows where warranted by the scale and amenity value of the hedge, usually including plants which have grown to mature trees. The presence of protected trees is a significant issue when considering development proposals, these should be designed to make the most of the amenity provided by the trees on the site. Confirmation whether a tree is protected can be obtained from Technical and Tree & Landscape Team Development Management, Epping Forest District Council Civic Offices, High Street, Epping, Essex CM16 4BZ.

There are a large number of trees in the Epping parish with Tree Preservation Orders. We currently have 171 Orders made for Epping parish as at Spring 2023. Each TPO can protect from 1 to many trees – so it is impossible to say exactly how many individual trees are protected by these orders.

Conservation Area status also protects all trees within it with stem diameters of more than 75mm, when measured at 1.5m from the ground. With the Epping, Bell Common & Coopersale Street Conservation Areas in the parish, Epping is rich with protected trees.

POLICY 2: PROTECT AND ENHANCE OPEN SPACE WITHIN THE PARISH

This Plan designates the following open and / or landscaped areas (shown in dark green on Map 1) as Local Green Space: Stonards Hill and Coopersale cricket ground. Swaines Green is designated as a Local Wildlife Site and is Metropolitan Green Belt.

The areas which also meet the criteria for Local Designated Green Space as set out in the NPPF paragraphs 101 to 103 are:

- Lower Swaines Recreation Ground and Swaines Green
- Frampton Road Recreation Ground
- Ivy Chimneys Recreation Ground
- Parklands, Coopersale
- Lovelocks Meadow
- Meadow Road Allotments and Lower Bury Lane Allotments (which have statutory protection).

The policies regarding green space and new development in this Plan have regard to the Draft Green Infrastructure Strategy and the Open Space Strategy 2017 produced by EFDC which seeks further open space to accord with local plan policies to support the growing population in Epping (Recommendation 5), greenways to open space (rec.33) and improved park and play facilities (Recs. 12, 16, 24, 25, 26 and 29) and will operate to ensure that the communities of Coopersale, Coopersale Street and Fiddlers Hamlet remain separate from Epping and surrounded by countryside.

In addition the following areas are identified where no reduction in the extent and quality of the open space will be permitted, including Frampton Road football and the Epping cricket grounds.

This Plan also identifies priority areas and wildlife corridors where it is important to improve and enhance open space provision:

- Town centre grass and trees notably between St John’s Church and Tesco,
- Theydon Grove pond,
- Ivy Chimneys / Bell Common (end of Hemnall Street)

and strong tree / hedgerows in South Epping and Stewards Green Lane.

The nature and history of Epping contains different types of open space, the following are important to keep and enhance as open space for the amenity, civic needs, history, and recreation and sporting facilities for local people. The following are important in this regard:

- Corporation of London (CoL) existing green space
- Epping Golf Course,
- Allotments, cemetery, recreation and play areas within the parish
- Coopersale Common
- Buckingham Road/development green space
- Epping St John’s and Epping Primary School playing fields

Policy 2 protects and enhances important areas not otherwise protected, and identify green areas such as hedgerows and verges around the town linking The Lower Forest with the more southerly extent of Epping Forest. A possible expansion of the

Forest could take in land north of tube line, east of Epping adjoining Stonards Hill.

4.4 The policies and maps showing green spaces, the revised boundaries of the Green Belt, Epping Forest and forest buffer



land, allow for new development sites (see section 5) and transport (section 6 - improved road junctions etc). Policies 1, 2 and 4 are relevant in relation to any further development proposals in the Green Belt / Forest or beyond the sites shown in section 5. In relation to play areas, there is a Neighbourhood Equipped Area for Play for Children and Young People adjacent to Ivy Chimneys Road. There are Local Areas for Play and Local Equipped Areas for Play at Stonards Hill, Coopersale / Lower Swaines, Frampton Road and Parklands. These play facilities in the town 'are above average'.

DELIVERY

4.5 Much of the Forest and Buffer Land is owned by the Corporation of London and managed by the Conservators to remain unaltered in perpetuity. Open spaces in the Parish are owned and maintained by a number of bodies including Epping Town Council and Epping Forest District Council. The Town Council will work with Epping Forest District Council, Essex County Council, The Corporation of London and others, developers and any other current or future landowners to maintain and enhance the current level of green space and to ensure its continuance. Achieving improvements will be pursued through discussions between the relevant agencies, the inclusion of additional land as Forest if some existing forest land is required e.g. for access improvements, and funding from maintenance or improvement budgets. Protection of the area's green spaces will be a major consideration in planning decisions.

4.6 Capital provision for Epping Greenways and visitor information / signage will be required as part of Highways funding.





5. EPPING'S GROWTH & DEVELOPMENT



5.1 Housing needs for Epping District up to 2033 has been established in the Strategic Housing Market Assessment for the West Essex / East Herts area (covering East Herts, Epping Forest, Harlow and Uttlesford Districts). Initially the Epping Forest District Local Plan 2011-2033 draft produced showed a number of sites around Epping Parish to provide 1600+ new homes in the Parish. This number has been reduced to just over 700 new homes in the Epping Forest District Local Plan 2011-2033, in sites around the town centre and new homes in South Epping shaped by a masterplan. The EFDC Plan has no allocation of sites for travellers in Epping and the town centre is confirmed as one of the district's two main towns.

The masterplan for South Epping should include a local centre, new primary school, new roads and a new crossing over the railway, noise buffer along the M25, open space and strengthening the Green Belt margins of the site.

5.2 This Neighbourhood Plan reflects the allocation in the Epping Forest District Local Plan 2011-2033, avoiding piecemeal expansion on the edges of the town most damaging to the local environment. Instead the approach concentrates on sites within the town and one site, South Epping, on its southern side between the town and the M25 motorway to minimise impact and maximise developer contributions to infrastructure. The sites set out in Policy

5 achieve a balance between new homes to meet local needs, the character of the area, residential amenity, services and future growth. The criteria used to judge site suitability (see Annex A) include Valued open spaces such as Green Belt / Forest, Infrastructure provision, Environmental impact - brownfield / greenfield - and impact on flooding, and conformity with the character of the town. Alternative sites (i.e. between Stonards Hill / Coopersale / St Margaret's, and ii) between Stonards Hill and Stewards Green Road) were considered to have an unacceptable impact on access, the Green Belt and character of the area. The projected population / dwellings increase is shown in Table 1 (below).

TABLE 1: Epping Parish growth projections

	2011	2021	2033
Population	11,461	11,313	14,420
Anticipated Dwelling Nos		5,000	5,700



5.3 The nature of the town and its surroundings, notably the extent of Epping Forest and the Green Belt place limitations and constraints on growth. For instance new road construction or road widening in order to increase capacity could, if too intrusive or designed poorly, be detrimental to the appearance and nature of the area. Such constraints place a limit on the levels of new development which can be accommodated in particular locations without eroding the nature of the town.

5.4 Such is the degree of sensitivity of some locations and the need to co-ordinate designs, infrastructure provision and densities that several of the sites will require preparation of master-plans to ensure that schemes can be developed appropriately.

5.5 A major strand of the approach within this Plan is to concentrate new homes into coherent areas within the town and by combining a number of the sites. South Epping as a ‘sustainable urban extension’ will deliver a mix of dwelling types, local services and facilities, plus infrastructure provision to integrate the area with its surroundings (see policy 5). The consents for five sites in Epping (October 2022) permitted a new leisure centre on the Bakers Lane car park, a new multi-storey car park on the Cottis Lane car park with 330 spaces plus additional commercial and mixed use units, 184 new homes on the St John’s Road site including 46 affordable homes, 45 new homes on the site of the vacant Conder Building behind the Council’s Civic Offices, and the existing leisure centre site at Hemnall Street will be redeveloped with 40 new homes once the new Bakers Lane leisure centre has been opened.

5.6 The new housing developments are anticipated to meet the housing needs of the local community over the lifetime of this Plan. Schemes will respect the character

POLICY 3: DEVELOPMENT PROPOSALS

The Neighbourhood Plan is not allocating residential development sites in Epping, this is the function of the Local Plan and the NP is supportive of the approach in the adopted Local Plan. The following sites within the Parish are identified for development (with estimated numbers of dwellings) to support the Plan’s vision, aims and objectives and shown on Map 1 (key diagram) and Map 2 (Town Centre):

- Epping Underground Station / Station Approach & car park* - station improvements
- South Epping* - 450 dwellings - see policy 5
- Epping Sanitary Steam & Laundry Bower Vale - a mix of 50 homes
- Epping Library – Approximately 11 homes

The residential development proposals described in this policy will be considered in light of other policies in this Plan notably policy 7, and section 11, and the impact on nearby residential amenity, parking, accessibility and design. All the sites listed will require infrastructure improvements - junction

improvements and improved vehicular accessibility to main distributor roads. These infrastructure improvements are detailed in section 6 below.

Proposals for residential development shall provide affordable housing provision in accordance with policy H2 of the adopted local plan, requiring that schemes of 11 or more dwellings must provide at least 40% of the dwellings as affordable homes.

The uses and residential densities proposed for each site are shown in Annex B.

Phasing of site development and the advance provision of infrastructure is critical to the achievement of this Plan’s proposals without exacerbating traffic congestion problems. The phasing anticipates that sites at St John’s development / Baker’s Lane / Cottis Lane and South Epping would be prioritised after the provision of associated transport infrastructure - see Section 13: Making it Happen.

Section 106 contributions will be negotiated as a part of the consideration of all developments in support of new infrastructure.

* development of sites will require Masterplan to set out detailed requirements and expectations - Annex B

and appearance of the various areas of the town (see Annex C: Town Character Appraisal) that currently constitute the built-up area of Epping town. Developments in the town centre will be expected to include a substantial proportion of residential flats within schemes. Policy 16 below contains a strong presumption against the loss of bungalows in areas such as The Orchards.

5.7 Proposals for development on areas of important open and green spaces will be opposed (see Policies 1 and 2 above).

5.8 New development is expected to conform to the Essex Design Guide and reflect the character of the town. Sufficient information will need to be provided to demonstrate that any material increase in the number of new homes would not result in an adverse effect on the integrity of the Epping Forest SAC having had regard to the adopted Air Pollution and Recreational Disturbance mitigation strategies for the Epping Forest.



Useful references can be found at the following websites and on-line resources:

www.essexdesignguide.co.uk/understanding-context

www.essexdesignguide.co.uk/essex-local-authorities/epping-forest-district

www.essexdesignguide.co.uk/overarching-themes

POLICY 4

The Town Council will consider other proposals for sustainable development taking into account the adopted local development plans, the provisions of the National Planning Policy Framework and other relevant policies in this Plan.

5.9 The underlying approach to ‘South Epping’ is to package adjoining sites into a sustainable urban extension, facilitated by infrastructure to connect the site to main roads and into Epping town centre, the new dwellings supported by facilities such as a school, GP surgery, local centre and public open spaces. In contrast with the consents for flats and apartments in the town centre, South Epping has the potential for a lower density housing pattern. The infrastructure to alleviate traffic flows on Brook Rd / Bridge Hill, plus an alternative route to connect traffic with Theydon Road (south) and / or the B1393 are essential pre-requisites to achieving the South Epping scheme. Any development will need to accommodate the power lines, oil pipeline and water courses which cross the South Epping area draining eastwards and provide an opportunity for a circular walking route along with enhanced wildlife benefit to provide connectivity between the main section of Epping Forest south of the town and the Lower Forest to the north, via the protected areas proposed on Map 1. South Epping will generate a number of

new roads. Names from Epping’s history and heritage should be used; this Plan encourages the use of names related to Epping and the forest: e.g ‘Half Moon Court’ and name roads after Town Mayors, Town Clerks, families, historic events, lost buildings and trades, Archimedean, Purlieu, Victoria, Silley and Cottis.

5.10 The developments listed in Policy 3 provide opportunities to deliver a number of the Plan’s aspirations:

- Improvements to the public realm - pavements, carriageways, lighting, signage, seating and street furniture in the High Street.
- designs and detailing appropriate to the character of Epping town centre, locally distinctive in a style sympathetic to their surroundings (see Annex C). Any redevelopment of these sites shall reflect the importance of achieving a scheme of visual and architectural prominence,
- Improvements to the carriageway / highway junctions - notably South Epping, (see Policy 7)
- improvements to bus and taxi / public transport interchange including facilities for low / zero carbon buses and bicycle safe storage facilities - notably at Epping Station (see Policy 6).
- a new ‘health-hub’ providing integrated GP / pharmacy / community care / other health services such as chiropody and opticians plus a sports centre and additional public parking,
- improvements to car parking - notably at Epping Station and Cottis Lane. The combined re-development of St John’s, Baker’s Lane and Cottis Lane will include a multi-storey car park and a combination of residential development and leisure centre supported by car parking to agreed standards and retain on site the number of public car parking spaces currently available.

POLICY 5

‘South Epping’ is considered to be a ‘sustainable urban extension’ located on land to the south of Ivy Chimneys Road / Bridge Hill / Brook Road to provide residential development supported by appropriate highways infrastructure (in accordance with the Epping Forest District Local Plan 2011-2033), a school, GP surgery and pharmacy, local centre, a bus stop on a route connecting with Epping town centre, and public open spaces, with advance connecting road infrastructure. The location and extent of ‘South Epping’ plus indicative infrastructure are shown on Map 1. South Epping is expected to deliver 450 homes with a mix of dwelling types and sizes. Within the area proposed for development there is the potential for lower density housing. The range of affordable housing provided within South Epping alongside the required infrastructure provision would be the subject of negotiation with developer(s) and Essex County Council as Highway Authority.

5.11 Sites for development within the town centre - see Policy 9 / Map 2 for the town centre boundary, will be expected to provide ground floor uses consistent with the town centre policies avoiding ground floor residential.

DELIVERY

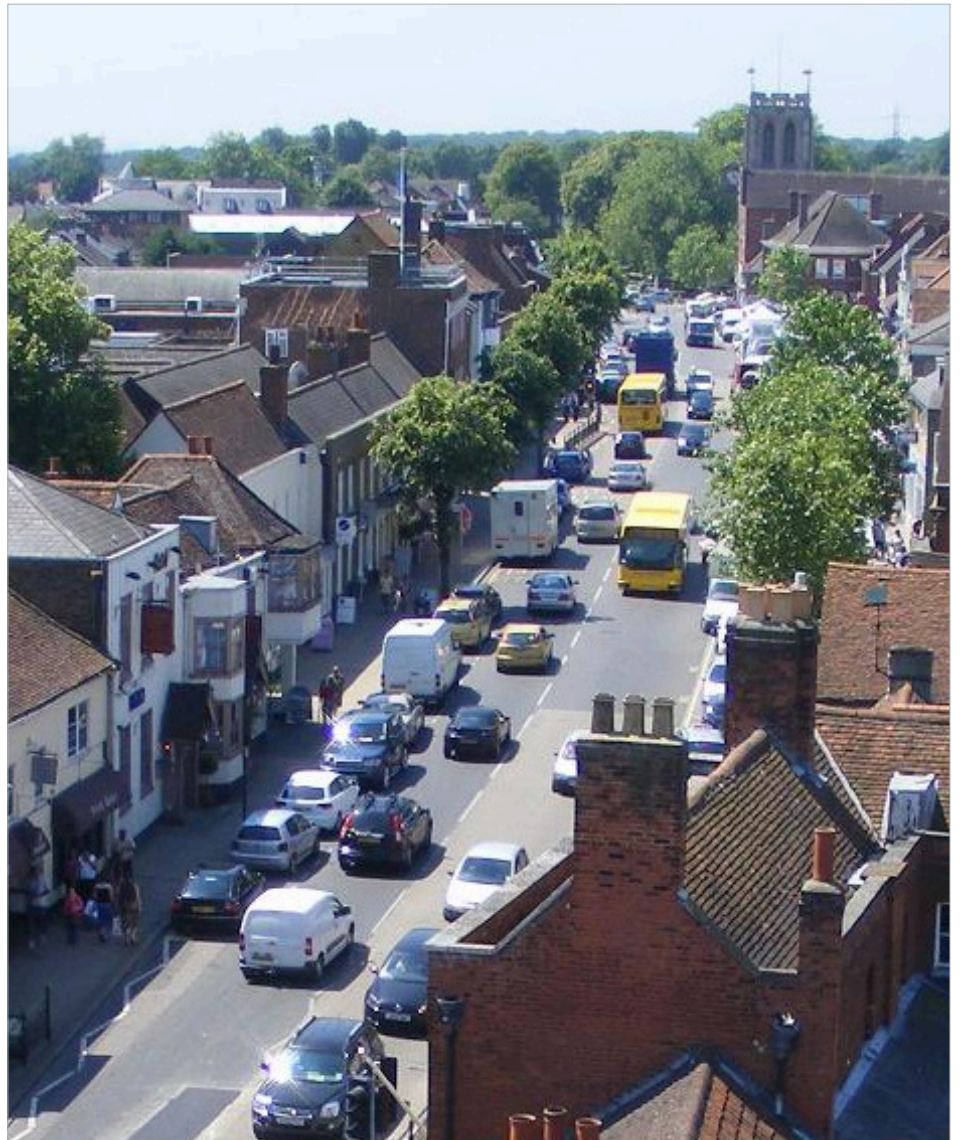
5.12 Several of the town centre sites are now in the control of a developer in conjunction with the district council, but will still be subject to planning consents. Advance infrastructure development would be the subject of S.106 negotiations,



Essex County Council capital allocations and government grant. Infrastructure requirements for all sites must be delivered at a rate and scale that anticipates the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan (see section 12). S.106 provisions will need to be negotiated to include provision of sustainable transport facilities - e.g. distributor roads, car-charging points, pedestrian / cyclist routes, bicycle parking, signposting and information boards.

5.13 Before the development of South Epping and other sites proceeds, the trees, hedgerows and open spaces which make a significant contribution to the appearance and character of those areas will be identified and protected within the schemes proposed. (Where appropriate the provision of walking routes / cycle lanes to connect these sites to the town centre will be incorporated into design briefs) - see section 6).

5.14 Proposals in this Plan reflect the longer-term view of Epping's role within the London Stansted Cambridge Corridor as an attractive place for visitors.





6. ACCESSIBILITY & CONNECTIVITY



6.1 The management of accessibility and movement within the Parish underlies its attractiveness, visitor enjoyment and resident satisfaction, as well as safety for all concerned. Effectively allowing people who wish to come into the Parish to do so, and enabling traffic to bypass the Parish for those not wishing to stop is central to the proposals. The Parish is confronted with a significant issue in traffic management. In addition to the prospect of proposed new homes in the Parish, there is also the problem of traffic movements through Epping to London and to access other destinations. Improvements to traveller information, the Central Line, the highway network and a more effective use of the existing highways to enable cycling and walking are fundamental to removing through-traffic from Epping, thereby improving accessibility for all modes which will hopefully support the vitality of the town and help protect and enhance both the built fabric and the environment. This Plan includes proposals for ‘Epping Greenways’ - cycling and walking routes to link the town with the surrounding countryside (see Policy 8).

6.2 Capital funding to support new development is central to enable housing development in the Epping area. The importance of the London Stansted Cambridge Corridor and development around Harlow has been acknowledged in investment decisions such as the new junction on the M11. This Plan identifies transport infrastructure investment to support new housing development, the approach set out in Section 5 above would require stakeholders in Essex County Council transport planning, Transport for London, local bus companies, and developers to manage investment to meet travellers’ needs and secure appropriate programmes for capital investment.

6.3 Epping will be situated between the lines of Crossrail 1 and 2 without direct connection to either, and is therefore reliant for rail transport on the proposed improvements to the Central Line which has seen a 25% increase in stations usage in the seven years pre-pandemic. The age and quality of current rail infrastructure would if not improved, deter travellers and put extra pressure on roads in an area where potential

for highways improvements is limited. The forecast of improvements on the Central Line which might increase capacity by up to 25% in future (see ARUP report on infrastructure 5.2.3) dependent upon Transport for London plans and investment is noted. However this may only represent the status quo. Thus if the whole line usage goes up at the same rate the capacity from Epping will be used up in seven years. At peak times now there is no spare capacity between Liverpool Street and Leytonstone, and there should be two or three stations past there to connect to other lines. This along with the highway constraints limits the potential for sustainable transport and related growth. However as the Central Line only serves a single direction - southwards, cycling and walking alone are not considered to be viable transport alternatives to the needs of 21st century residents, commuters, elderly, shoppers, etc. And will not alone solve the town’s traffic problems nor facilitate new development in a sustainable fashion. The town centre is on a ridge of higher ground, this reduces the potential for walking and cycling to access the station and town centre.



6.4 Confronted by rising traffic congestion on the roads, a sustainable solution is required which supports the needs of the current and proposed local community, new development and resident / visitor / business / commuter car parking. Central to the programme of improving accessibility and connectivity, this Plan contains Community Aspirations below and pages 19, 22 and 23.

COMMUNITY ASPIRATIONS

- enabling drivers' decisions with real-time traffic information directing vehicles to the least congested route options (including the M11 and the proposed new junction)
- maximising the use of rail travel
- sharing passenger journeys between the Central Line at Epping and the mainline station at Roydon (by extending the Oyster ticketing system to cover travel from this station) and maximising capacity on those lines,
- increase use of the Epping - Ongar rail line for commuting
- a site for a park and ride scheme between Ongar and North Weald
- proposals to ease congestion with junction improvements and traffic demand management measures such as work-place travel plans including greater scope for working from home,
- a facility at Epping station for coach parking and improved services
- and provisions which make walking, cycling and greater use of public transport feasible for short to medium length journeys.

POLICY 6: ENHANCING EPPING STATION*

The redevelopment of Epping Station and Station Approach (see Policy 3 above) will be expected to deliver an improved station with enhanced platform capacity, improved traveller facilities, more car parking, an improved bus stop, coach stop and taxi stand and facilities for park-and-ride vehicles, plus bicycle stands. The loss of the original locally listed station building would not be supported. A Design Brief will be required for the site to deliver improvements to Station approach and the junction and an integrated station forecourt transport interchange.

In order to safeguard future options to maximise the use of the Central Line tube transport options, the former rail track beyond Epping Station towards North Weald Bassett and Ongar (see Map 1) will be protected plus any park-and-ride facilities as a key part of any future transport connectivity proposals. The prospect of the Heritage Railway providing a direct connection to Epping station would require provision of an interchange rail / platform facility.

The Station redevelopment including the re-design of Station Approach (including option of one-way traffic into Station Approach and exit via Woodland Grove) will make provisions for improved bus and coach stops and facilities, improved access and circulation, cycle and motorbike parking facilities & other improvements such as improved traveller / real-time information.

* see masterplan outline - Annex B

6.5 The 2017 Housing White Paper seeks innovative solutions to be put forward; this Plan includes a proposal to protect the route which would enable transport infrastructure to be installed in future from Epping Station towards North Weald Bassett / Ongar and other expanding areas - for instance to enable future rail extension, park & ride scheme, or a regular contracted Heritage Rail service linking Epping with North Weald Bassett and Ongar. However this Plan recognises the limitations and constraints imposed by the town's position and surroundings, notably the preservation of green countryside and Epping Forest itself, preventing new road-building or excessive road widening. The policies to support new development are set out below.

6.6 Further to the scope of Policy 6, negotiations will be held with Transport for London to explore options for extending the Central Line to its previous extent with stations at North Weald Bassett and Ongar thus allowing development to be served at more locations with more sustainable / less polluting transport, or operated in conjunction with a park-and-ride system. Short-to-medium term this could include contracting the Heritage Railway to deliver peak-period connections to Epping Station.

TRAFFIC AND TACKLING CONGESTIONS

6.7 There are at present a number of highways 'bottlenecks' which create significant peak-times congestion and delays for travellers in and around Epping;

- Epping town centre
- Palmers Hill and the roads around Epping Plain
- Station Road
- the B1393 towards Bell Common traffic lights and the approach road to the roundabout beyond the M25
- Ivy Chimneys Road / Brook Rd / Bridge Hill.



COMMUNITY ASPIRATIONS: ACCESSIBILITY AND CONNECTIVITY IMPROVEMENTS

This Plan acknowledges the need to reduce the need to travel, encourage greater use of sustainable travel modes, walking and cycling. In addition, improvements to the local highway network will be made to facilitate ease of movement through and around the Parish which minimises the impact on the safety, amenity, heritage and enjoyment of those living, visiting and working in the Parish, with junction improvements and other works at the following locations:

- extra lane at Bell Common traffic lights
- installation of real-time road signage at suitable locations (possibly outside Epping Parish) and improved directional signage elsewhere,
- Improvements to the junction of B1393 (top of Palmers Hill) and B181 (The Plain) exploring the options of widening B181 to allow for separate lane of traffic queuing to turn right towards Harlow from North Weald and a mini roundabout to assist traffic flows,
- improvements to the junction of Stonards Hill with B1393 (High Rd) and B181 (Lindsey Street) to improve traffic flows

- explore pedestrian priority areas in the side roads connecting High Road and Hemnall Street, and traffic calming measures in Kendal Avenue
- Greenway footpath connections from Epping town centre - north into Epping Plain, connections to The Epping Way and south connecting Hemnall Street, Bell common and South Epping (see also Policy 8)

Infrastructure to support South Epping to include*:

- measures to ease flows on Brook Road / Bridge Hill
- junction improvements to enable South Epping development - at Bower Hill / Brook Road and improved pedestrian routes along Centre Drive / Bridge Hill into the town centre
- new road to serve the South Epping development to enable traffic distribution and reduce pressure on existing roads
- junction improvement to enable South Epping development - at Ivy Chimneys Road / Theydon Road including enhanced resident parking serving Ivy Chimneys Road

The Town Council will pursue the delivery of these projects through negotiations with Essex County Council and other agencies. Development proposals (see Policy 3 above) shall, where appropriate, contribute to meeting the priority improvements within the Plan:

- The need to remove through-traffic from the built-up areas of the Parish through signage and directions towards the M25 / M11.
- Greenway connections plus improved footpaths and cycleways connecting the developments at South Epping with the town centre,
- Improved bus facilities at Epping Station and better services (see Policy 6)
- Improvements to cycle routes to facilitate ease of cycling across the Parish.
- Installation of electric charging points at Epping station, and the car park at Baker's Lane.
- 20mph speed limit on roads near schools.

* subject to Masterplan

6.8 Traffic data indicates for instance that currently a small volume of northbound turning right traffic at the traffic lights Theydon Road / Ivy Chimneys can slow substantially larger flows going through Epping, introducing a right-hand turn lane could ease the situation. The proposal for over 700 new dwellings in Epping with no corresponding improvement in transport infrastructure is unacceptable.

New growth and development must be accompanied by new transport and

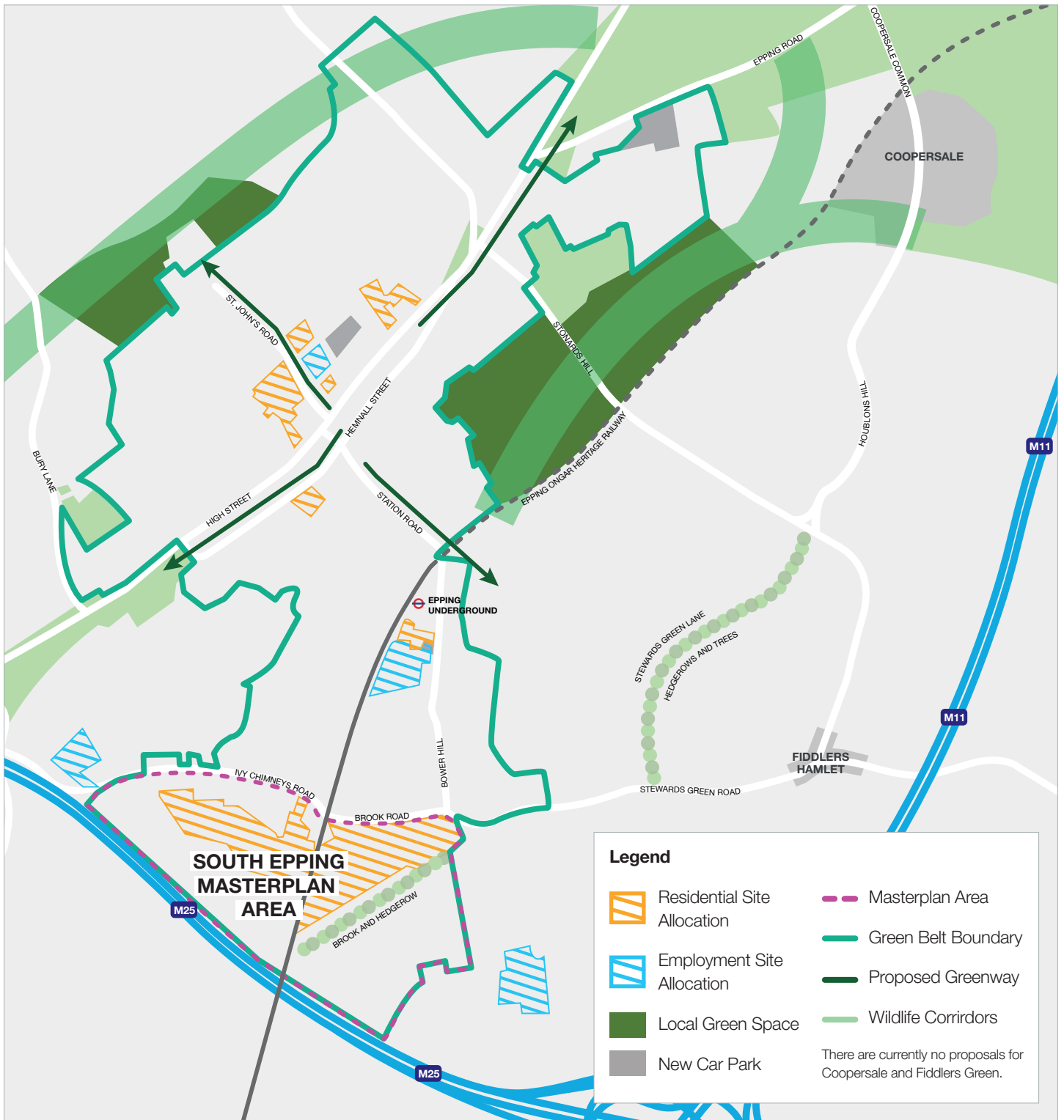
highways infrastructure in advance of major development to ease congestion and manage traffic generation and movements.

6.9 The provision of improved traveller information tools including real-time congestion information is an additional element to easing traffic flows through the town. The aim is to manage the movement of traffic by providing signage with 'live' information to aid motorists' choices. The priorities are the installation of clear traffic signage directing road traffic to the

M11 for directions outside Epping, and onto appropriate routes for more local destinations. These improvements will be promoted by the Town Council and are included in the Action Plan (see below). However, where it is appropriate, new development proposals will be required to consider how improved signage related to the development site could contribute to the delivery of the overall objective of reducing the volume and improving the flow of traffic through and around the Parish. These will include active



MAP 1: PROPOSALS MAP FOR EPPING PARISH





traffic management information enabling use of alternative routes, thus reducing congestion and improving air quality. Other improvements would include wayfinding tools, plus:

- improved pedestrian facilities - crossings, routes, tree-planting, safety features,
- car-parking charges as a demand management tool, structured so that car-usage isn't the primary option and to reflect true costs and encourage alternative travel where feasible,
- improved public transport services including a feasibility study into "North Weald Parkway" park-and-ride scheme,
- improved bike facilities - secure storage, safe routes,
- worker flex-time, home-working and work-place travel plan systems.



6.10 The problems and solutions around this issue extend beyond Epping's boundaries. With the volume of development anticipated in Epping Forest District and adjoining areas it is necessary to achieve a wider co-ordination of transport improvements - longer term could include North Weald Parkway, feeder roads and links to Chigwell outside Epping Parish, reviewing the location of junction 5 on the M11. In the short term, the location of real-time traffic management signage would need to be agreed with the District and County Councils. Also this Plan would endorse and encourage the provision of a park-and-ride scheme (perhaps as part of the North Weald Bassett airfield development) connecting travellers with Epping and Chingford stations.

CAR PARKING

6.11 Car parking is very important to the viability and competitiveness of the Parish's town centre. Currently considered inadequate, parking is important for visitors and in residential areas, and this Plan

POLICY 7: WALKING, CYCLING AND CAR PARKING

Long-term the sustainable transport system is to accord with local plan policies which aim to support walking, cycling and public transport. While commuters continue to be drawn to Epping's tube station (see policy 6) the capacity and balance at existing public car park sites in the town shall be maintained. There is a presumption against the net loss of existing public car parking provision and numbers and quality of parking overall will not be reduced as a result of new development within the town. In addition new parking is proposed at a multi-storey at Cottis Lane. Other opportunities for improving the quality and extent of parking provision shall be explored with relevant landowners over the lifetime of this Plan, including dual use of the Stonards Hill car park - for public use day-time and recreational use evenings and weekends.

Opportunities to increase public car parking in various parts of the Parish, e.g. as part of the South Epping development will be considered with regard to sustainable transport aims. Car parking will be required as part of any redevelopment proposals – except near the Underground Station (in accordance with Local Plan policy T1 E (iv) which is supportive of reduced or car free development in sustainable locations) to meet Epping Forest District Council adopted standards will be supported.

Resident only parking will be reviewed at locations across Epping when initiated by residents' requests.

Electric car charging points will be installed as part of any new development which includes car parking.

Where feasible the provision of temporary car parks during construction of sites within the town centre will be required.



seeks improvements to existing parking charges and provision of additional spaces where appropriate. There are in excess of 1220 parking spaces spread across the Parish, serving shoppers, commuters and residents, a combination of public parking spaces at Baker's Lane (141) and Cottis Lane (213) car parks, along the High Street supporting the town centre, 534 spaces at the Station, and spaces at both St Margaret's hospital and Tesco. There are private parking areas for commercial premises and schools. Visitor parking for The Forest is mostly located south of the M25 outside the Parish. In addition there is extensive on-street parking in the residential areas of the Parish. The scope of this covers the parking needs of residents, visitors and employees, and the provision with new developments. Policies in the Plan will protect the town centre car parking calculated to support the centre's future functions serving the community and as one of the District's two main centres, including the growth of heritage-related visitors.

6.12 Car parking 'hotspots' for residents and commuters include:

Brook Road	Coronation Hill
Station Car Park	Chapel Road
Ashlyns Road	Oak Road
Severnsfields / Rayfield / Beaconsfield and Inglesmead	Tidys Lane
Coopersale Road	Epping High Street
Bell Common	Lower Swaines
St Johns Road	Allnutts Road
Ivy Chimneys Road	Lindsey Street / James Street
Stonards Hill (top end)	Hartland Road

6.13 To enhance the delivery of car parking improvements, the Town Council will support other agencies for the management of parking in the town, with a variety of charges, timing and duration to reflect different needs and demands, new directional signage - for drivers to find car parks and pedestrians to the town centre, control systems including Automatic Number Plate Reading to differentiate parking, time limits & opening times for different parking needs, and a variety of media to inform people. This approach would include a comprehensive review of street parking - restrictions, residents' permits, etc. The interpretations of Policy 7 will include stricter enforcement and collection of fines for those contravening parking restrictions in Epping High Street, new multi-storey car parking at Cottis Lane development site. The consents at Baker's Lane and Cottis Lane include public spaces. Reviewing parking layouts in 'hotspots' such as the High Street and in residential areas e.g. demarcation of on-pavement parking, will help improve parking and accessibility.

WALKING & CYCLING

6.14 If walking / cycling is to be a realistic component of the sustainable transport mix supporting the District in future, there must be corresponding provision of infrastructure at this early stage - construction of cycleways and walking routes, protected from car and lorry traffic, integrated in the highways system to an extent that they make a demonstrable difference to the level of car journeys. Improvements which address pedestrian and cyclist safety will be prioritised.

6.15 Other cycle routes and main footpaths are Community Aspirations related to more sustainable transport patterns:

- improved footpaths and cycleways connecting developments with the town centre,

- along Centre Drive / Bridge Hill into the town centre and shown on Map 1.

6.16 Residents and visitors will be encouraged to walk or cycle when visiting Epping and the countryside. The potential for dropped kerbs, location signs with indicative walk / cycle times and other improvement to aid pedestrian safety will be explored, and a plan for improvements prepared. This will include the installation of a crossing / pedestrian refuge on High Street, the inclusion of suitable provision for cyclists and pedestrians within any junction improvement between South Epping and Epping Town Centre, and improvements to

POLICY 8: PATHS TO COUNTRYSIDE

A set of way-marked combined walking and cycling routes - called Epping Greenways linking the town centre with the footpath network in the adjoining countryside will be constructed (see map 1). The Greenways are a facility for pedestrians and cyclists and this Plan proposes main routes from the town centre. These new Greenway connections will be enhanced with new seating and signage directing people to the town centre and facilities in the Parish, plus new cycle parking facilities in the town centre and at Epping Station. The 20mph speed limit on roads around schools and the public realm improvements within the town centre (Policy 11) will create a safer and more pleasant environment for pedestrians, cyclists and other road users.

Where fairly related to a development proposal, any new development should contribute to the delivery of the Greenway improvements.



the layout of the road junction of Stonards Hill with B1393 (High Road) and B181 (Lindsey Street) which both encourage people into the town centre safely and effectively.

6.17 The Town Council will encourage other agencies to plan for improvements to local transport and movement issues including appropriate capital and grant funding sources to deliver the improvements as set out in the Action Plan (see section 13).

PUBLIC TRANSPORT

6.18 Central to the improvement of facilities for bus users and the creation of better inter-modal travel is the provision of an improved bus service, coach and taxi stand. Bus facilities will also be provided as part of the South Epping development. Paragraph 6.10 above describes the need for wider, innovative solutions to transport and congestion than can be achieved within one Parish. As well as a park and ride scheme, the protection of land required for key transport infrastructure north of Epping remains a policy emphasis within this Plan to enable future innovative transport improvements as part of a more sustainable long-term solution.

SAFETY

6.19 A key feature of improved safety is limiting traffic speed.

6.20 Sustainability is a strong theme within this Plan, not only with the locations of the development proposals listed in policy 3, all easily accessible on foot or by cycling within easy reach of the rest of the Parish, but also within other proposals, notably transport-related:

- better signage encouraging people to walk to use the High Street and enjoy the town’s events



- there are proposals for improved bus-user facilities (policy 6)
- new ‘greenways’
- a 20mph speed limit around all the schools in the Parish
- installation of electric car-charging points
- cycle-parking facilities.

DELIVERY

6.21 Provision of highways, pavements, parking and other infrastructure on new developments will conform to Essex County Council and Department of Transport standards (and successor documents). Much of the delivery of proposals in this section lays with agencies such as Essex County Council, Transport for London and private bodies - developers, Heritage Railway, and other stakeholders. Stakeholder negotiations will focus on capital allocations as part of the funding packages, seeking grant funding from Government for infrastructure, and developer contributions. For other proposals, the Town Council will seek a review of the car parking needs and provision within the Parish, with EFDC,

COMMUNITY ASPIRATIONS:

Essex County Council as Highway Authority will be approached to seek the introduction of a 20mph speed limit around all schools within the Parish.

to identify the location, purpose, and numbers of spaces, and any deficit regarding regular activities within the Parish and for occasional and seasonal events, markets, etc.

Following the review of car-parking the Town Council will encourage the various bodies to identify opportunities to achieve improved access in the area.

6.22 Parking restrictions on residential streets in the Parish could, where appropriate include the introduction of residents’ only parking permit schemes for evenings, and visitor parking allowed during Monday - Friday 9am to 5pm. The potential and possibilities will be reviewed on a street-by-street basis. Schemes must be supported by residents.



6.23 Engagement with TfL for the programming of the capital commitments to improve the Central Line and other changes in the area are essential, with a focus on exploring the prospects of extending the Central Line to North Weald Bassett / Ongar. The Epping Ongar Heritage Railway appears to be an option to deliver both a heritage rail service and a regular service for commuters subject to discussions regarding track-sharing and platform capacity at Epping. The provision of a park and ride scheme (see above) is seen as another very desirable aspect of the wider transport solutions in the area.

6.24 This Plan proposes that all options for traffic management should be explored with all relevant agencies, including EFDC, ECC, Highways Agency and others. The Town Council will support appropriate traffic management solutions as a priority over the lifetime of the Plan through grant and budget allocations by the relevant agencies.





7. EPPING TOWN CENTRE



7.1 Epping is addressing the twin pressures common to many older town centres of shifting retail patterns and the influence of on-line shopping for both food and non-food purchases. It retains a 'market-town' feel and an attractive collection of older buildings sympathetically brought into modern usage, complemented by two main food and fashion retailers - Tesco and M&S, and a weekly market. Despite being identified in the Epping Forest District Local Plan 2011-2033 as one of two of the District's main centres, it lacks any 'higher-level' / head-office type employers probably due to the proximity of London. There is limited opportunity for new business park schemes or extensive redevelopment.

7.2 Within this Plan's vision and aims Epping town centre will retain its role as one of the two main centres in the Epping Forest District hierarchy and within the London Stansted Cambridge Corridor. It will act as a centre for visitors linked to the town's heritage and place at the heart of Epping Forest. The function of the town centre is seen as continuing to

support local residents, being a focus for community activity and vibrancy around the life and needs of the community as well as visitors and tourists, a centre for hospitality and local services acting as a destination for health, legal, financial, beauty, leisure, etc. and a centre for commercial activity which continues the market-town role for the wider rural area around. The upper floors above shops and cafés have the potential of mixed commercial and residential (flats / upper floors) developments to enhance the vibrancy and vitality of the town centre.

7.3 There are a number of sites identified for development within or close to the town centre:

- St John's Development - major development proposal
- Baker's Lane
- Cottis Lane
- Epping Sports Centre, Hemnall Street redeveloped for residential
- Rear of EFDC Civic Offices - to residential

- Epping Sanitary Steam & Laundry Bower Vale
- Epping Underground Station / Station Approach

7.4 The extent of the town centre reflects the concentration of commercial activity to meet residents' and visitors' needs now and in future. The delineations of the District Centre boundary, primary shopping area, plus primary and secondary frontages shown in the Epping Forest District Local Plan 2011-2033 - the 'Town centre Designations for Epping' need to reflect changes in the High Street / High Road, the layout of the Cottis Lane development and the potential use / re-development of the current EFDC offices (see Annex H: Use Classes).

ST JOHN'S DEVELOPMENT

7.5 The proposed town centre redevelopment of the St John's and nearby Bakers Lane / Cottis Lane sites supports this Plan's proposals to enhance the town centre offer, anchored by a sports



centre and swimming pool, with mixed use and residential units. In order to link with the town's Political heritage, any public 'square' in the development could be named after Sir Winston Churchill in his role as MP for the constituency with a monument as an artwork feature.

ENHANCING THE TOWN CENTRE ENVIRONMENT FOR RESIDENTS AND VISITORS

7.6 The features of the town centre likely to attract visitors and tourists will be enhanced, i.e. the regular market and special events, the area's heritage and Epping Forest, and the town's position in the London Stansted Cambridge Corridor. This Plan includes a number of proposals to enhance the town centre's environment and attractiveness.

COMMUNITY ASPIRATIONS:

In addition, there are Community Aspirations in support of the town centre's vitality and attractiveness for:

- improved public realm including signage and information, the introduction of options for traffic calming and congestion-easing measures subject to proper analysis by the Highway Authority and to improve cyclist and pedestrian safety especially at junctions,
- maintenance and improvement of public parking provision
- improvements identified in the Character Assessments and Design Guide (see annex C)
- seasonal markets and events within the High Street.

POLICY 9: EPPING TOWN CENTRE

The extent of the Town Centre along the High Street from A to B is shown on Map 2*. The Key Frontages (see Map 2) are as follows:

- Primary Retail Frontage – High Street both sides from Grove Lane to Crows Road / Clarks Lane, and include the frontages adjacent to St John's Church. These areas will be afforded the highest level of protection for E (a,b,c,e) retail associated uses; and
- Secondary Retail Frontage – located on the High Street towards Half Moon Lane, to the west of St Johns Road and Station Road, extending up to Crows Road and Clarks Lane and a section of frontage at the north-eastern end of the High Street to encourage small independent retail units and cafés. Within the Secondary Retail Frontage a wider range of main town centre uses would be permitted.

The St John's development (see Policy 3 above and Policy 12 below) will create additional town centre activities, the precise layout will be determined through the planning application process.

In the 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 retail use, the remainder being restaurants, pubs, takeaways and offices (use classes E (f&g)). Changes of use from commercial to residential uses at ground floor level will not be permitted within the Primary and Secondary Retail areas.

This policy does not aim to, and cannot, remove the statutory provisions of the General Permitted Development Order (GPDO) and should be applied only to applications outside the scope of permitted development.

* Major schemes within the town centre - St John's Development, Baker's Lane car park development & EFDC Offices are shown on Map 2.

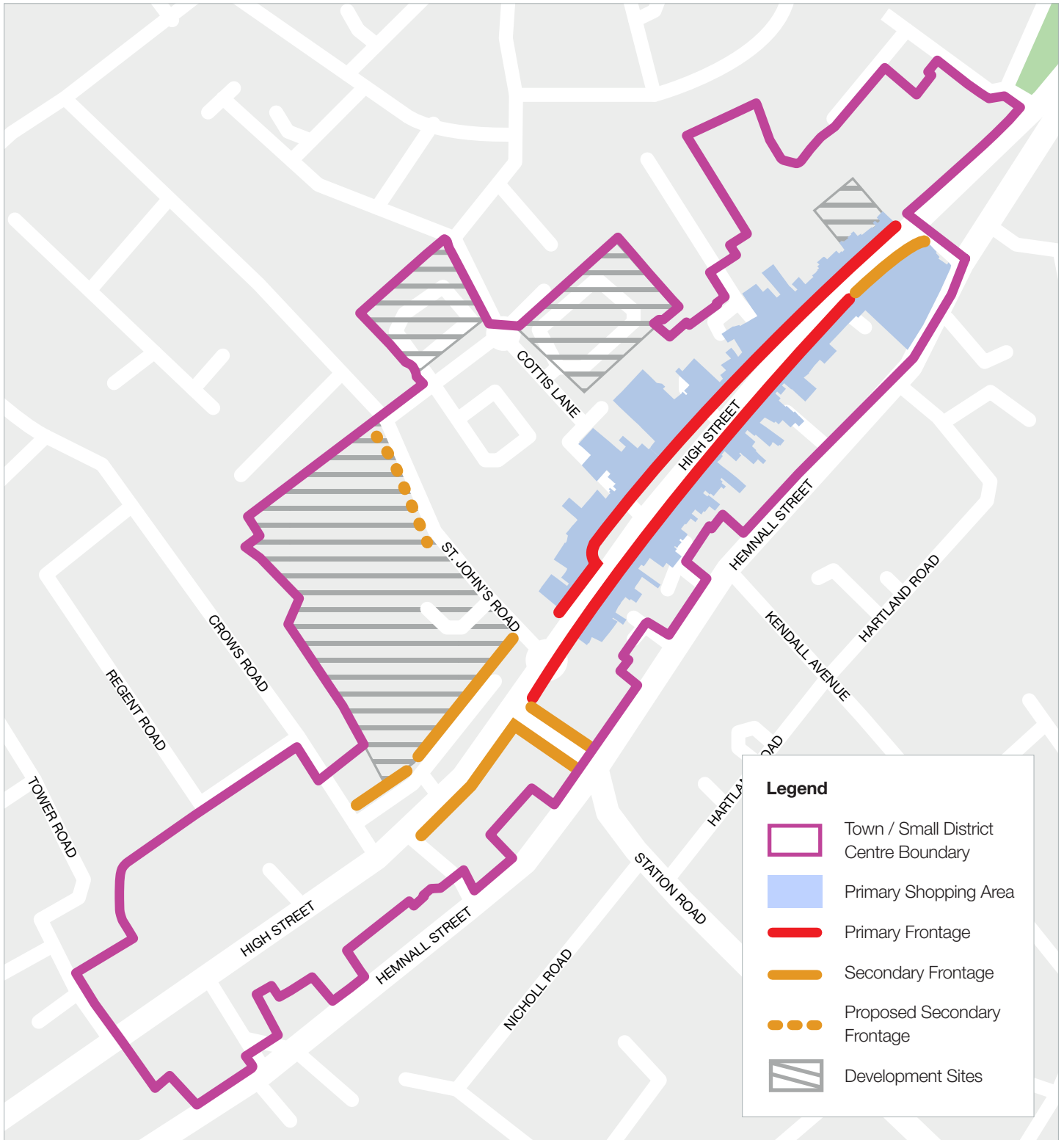
7.7 Inevitably there will be a turn-over of shops and periods where premises are vacant. As part of these policies for the Parish's town centre, short-term community use of empty shops and units within the High Street will be supported, for arts, creativity and crafts displays, training and visitor information. Such short-term uses are intended to provide an opportunity for local artists and related activities, to add vibrancy and attractiveness to the town centre and to minimise the impact of empty shop units. The temporary use of empty shops in certain circumstances is already allowed under permitted development. The Town Council will work with EFDC to keep the

temporary use of shops under review and if appropriate consider the introduction of a Local Development Order to facilitate temporary uses more appropriate for Epping town centre.

7.8 Shop-front improvements: Changes to the fabric of listed building fabric are infrequent and controlled by legislation and the need for listed building consent. One area of more frequent change is to shop-fronts in the Town Centre. The design, materials and quality of shop-fronts make a significant impact on the appearance of the Conservation Areas and must be protected.



MAP 2: EPPING TOWN CENTRE - Location and extent of buildings and spaces covered by Policy 11





7.9 Improvements to the public realm - paving, street lights, seating, etc are set out in section 11 covering Heritage. Issues and policies regarding the town centre also link to sections:

- 11 Heritage,
- 9 Arts & Culture
- 4 Green spaces,
- 8 Employment and role of Epping in London Stansted Cambridge Consortium (LSCC) area
- 6 Improve pedestrian accessibility across the town centre including sites for improved road crossing points.

7.10 Delivery: Would be major element in considering planning applications and negotiations with landowner stakeholders.

POLICY 10: SUSTAINING AND ENHANCING EPPING TOWN CENTRE

Within the town centre (Policy 9 / Map 2) any proposals or planning applications will be considered in the context of the need to maintain and enhance the health and vitality of the shopping and commercial / employment areas. Ground floor uses within the primary shopping area will be predominantly retail, supported by restaurants, pubs, take-aways and offices consistent with the scope of Use Class E and Policy 9. In addition, to maintain the function of the town centre there will be a presumption against changes of use in the primary shopping area which introduce uses.

The following are priorities for the town centre:

- developments designed to reflect the character of the area,
- maintenance and improvement of access provision

- protection of listed buildings and the fabric of historic shop-fronts
- Protection of Historical Charter Market
- The High Street market with potential for seasonal markets and events,
- temporary uses in empty shops such as art / craft displays
- in the conservation areas shop fascia and hanging signs should be of traditional design, externally illuminated where illumination is necessary, with the level of illumination set to avoid light pollution, glare for passing traffic or for nearby residents.

Any development proposals which facilitate the delivery of these priority improvements will be supported.

Where appropriate in terms of parking and design, the conversion of first floor space to residential uses in the town centre will be permitted.

POLICY 11: SHOP-FRONT IMPROVEMENTS

Any proposed changes to shop-fronts or signage shall be undertaken to a high standard of design (reference policies DM 13 and 14, Epping District Local Plan Submission Version 2017). Any new signage or alterations to shop fronts in the town centre should contribute positively to the character of the conservation areas and to the quality of the building and street-scene. The design of any shop-front alterations shall:

- ensure that original or historic shop-fronts repaired and retained unless their condition has deteriorated to an extent that prohibits this, and
- If repair is not feasible then the presumption will be for a faithful reproduction of the original shop front features, using appropriate materials and colours.

Proposals for shop-fronts should have regard to Policies 11, 13 and 22.



8. BUSINESS & EMPLOYMENT



8.1 Business and major employment in Epping is spread across six main sectors:

- town centre activities, retail and local services,
- office-based employment including sites rear of High Street,
- the 'market town' function for surrounding area,
- the town's role in hospitality - restaurants, pubs, and visitors in relation to the Forest and other local attractions,
- light industrial units at Bower Hill,
- education and health at the schools across the Parish and St. Margaret's Hospital,
- the local authority functions undertaken by Epping Forest District Council and Epping Town Council.

8.2 The National Planning Policy Framework places considerable emphasis on business and employment; the first two sections are entitled 'Building a strong, competitive economy' and 'Ensuring the vitality of town centres'. The Epping Forest

POLICY 12: EMPLOYMENT

This Plan will encourage proposals which support the business and commercial activities of the area, and Epping's position within the London Stansted Cambridge Corridor. The main area for employment-related activities will be in premises along and adjoining the High Street, although other employment areas* - land at Eppingdene, land at Coopersale Hall, Falconry Court and Bower Hill Industrial Estate and school sites will remain. The importance of Epping as a centre for visitors linked to the town's heritage and place at the heart of Epping Forest and specific local attractions - the heritage railway, Epping Forest, Copped Hall and Hill Hall, is recognised and appropriate proposals which enhance visitor potential will be supported.

* There are no new employment sites proposed in Epping (see Epping Forest District Local Plan 2011-2033 policy E.1 and table 3.1, page 65). The existing employment sites are given in policy P1 Epping, page 116 and shown on map 5.1.

District Local Plan 2011-2033 places the economic activity of the District in the context its position in the London Stansted Cambridge Corridor and its proximity to London. The Epping Forest District Local Plan 2011-2033 recognises the potential for the expansion of visitors and the visitor economy, both in total numbers and the financial benefits locally from a shift from single-day to overnight visits.

8.3 The availability of high speed broadband connectivity in the area allows for greater employment flexibility in the shape of work-from home, meetings either on-line or in restaurant / cafe locations (without the need for distinct employment floorspace) and / or work-live units as an alternative to allocating employment and residential areas separately.



8.4 Delivery: A number of policies in this Plan support business and employment - (policies 3, 10, 11, 12, and 13) notably in relation to the town centre. Recreation, and measures such as improving accessibility to the countryside around Epping with suggested walks and signage from central locations such as the tube station would benefit visitors. A 'how to walk the Essex way' guide and directions to the Forest and Swaines Green are available. Clearer signposting to the Essex Way would assist longer-distance footpath users. The provision and installation of improved signage would be achieved through discussion with Essex County Council as highway authority and discussions with business stakeholders.





9. LOCAL FACILITIES FOR HEALTH, ARTS, CULTURE & RECREATION



9.1 Life for residents and visitors in Epping is supported by a range of facilities and services. This is recognised in the National Planning Policy Framework which encourages sustainable communities, supported by appropriate services and facilities. The social, sporting, play, cultural and community facilities throughout the Parish are key contributors to residents’

health and well-being, and to the area’s distinctiveness. These facilities such as the Cricket Clubs, Epping Hall and local health facilities are particularly important for various age-groups within the community.

9.2 Some of the facilities in the area have been in place for a number of years and may be the subject of re-development

proposals without appropriate replacements being planned. A major issue for the area is the risk that such facilities are lost with ‘replacements’ located in other, perhaps distant towns - for instance a new hospital is planned at Harlow. The problems associated with travel for various age-groups, the young and elderly, parents with young children, plus the issues of

POLICY 13: ENHANCING SOCIAL, SPORTING, PLAY, CULTURAL AND COMMUNITY FACILITIES

Unless viable alternatives are proposed, there is a strong presumption against the loss through change of use of premises providing arts, cultural, sporting, social, and play facilities within the Parish. Where there is a proposal for the loss of sporting, social, cultural, play and community facilities, this will only be acceptable where a replacement facility of equivalent size, quality and convenience is provided within the Parish for example the library and St. Margaret’s diagnostic centre, in line with the EFDC Policies and

any replacement policy document. Opportunities will be sought from any new development proposals to improve such facilities. Specific proposals which will be supported are:

- the provision of additional much-needed health-hub for Epping comprising GP and community nursing care services,
- the provision of more community space,
- Children’s Day Nurseries for under fives as part of the South Epping,

- the retention of the Epping Sports Centre until the replacement facility is provided in Epping (which has now been agreed),
- the provision of improvements to play and recreational facilities, to be based on surveys of local youngsters and residents’ views,

The change of use of the current range of community facilities within the Parish, particularly Epping Tennis Club, and Epping Cricket Club will be opposed.



congestion mean that out-of-town facilities would be impractical and unacceptable.

9.3 The clear aspirations within this Plan is an improvement in the range and quality of local facilities and provision of the range of essential services proportionate to the scale of growth in each area, respecting the scale and character of each area, and within the infrastructure and protected green spaces constraints.

9.4 Delivery: The achievement of policies in this section has links to proposals for the town centre and green / open space policies. In some cases, multi-purpose venues can support a number of needs, for instance redevelopment of gym facilities could include a library relocation which would mean that the library can be open during the same hours as the gym extending the hours when the facilities are available and in some cases widening the opportunities for people to participate. In the same way the residents of Epping are very interested in seeing a cinema in the town; perhaps through a multipurpose entertainment venue with mixed activities throughout the week – cinema being one of the uses – plus theatre shows / art exhibitions as well as. Measures like this would require proactive negotiations with



potential operators, volunteers’ groups and other associated agencies.

9.5 Any future development of the St Margaret’s Hospital site needs to be phased in relation to a new hospital at Harlow and the commitment, with site and funding secured for a health hub to serve the future needs of the Epping community. A health hub would typically include GP services, community health services, podiatry, x-ray and diagnostic services and drop-in blood tests – as well as the existing maternity and post natal services that are based there. St Margaret’s Hospital to Stonards Hill adjoins open space and gives the potential for access to its play / recreation facilities.

9.6 The provision of schools and education is planned in conjunction with new residential development. It is expected that the South Epping development will involve a new school site.

COMMUNITY ASPIRATIONS:

The proposals for new development (see section 5) provide opportunities for new community facilities, and Community Aspirations for:

- public art,
- recreation for young teenagers, notably improvement and expansion to skate park area at Stonards Hill,
- protecting valuable features, i.e. important vistas from the town southwards.



10. ENHANCING THE LIVES OF LOCAL RESIDENTS



10.1 The provision of facilities for local residents has been addressed in section 9 and part of section 6 concerns speed limits on traffic near schools. Policy 15 addresses the issues of residential amenity. Epping is an old town with residential properties close to other types of land-use and the mix of residential properties with other aspects of Parish life is integral to the area’s attractiveness and vitality.

The demographic profile (below) shows that there is a greater proportion of older people in the area compared with the county and national averages.

10.2 One of the ingredients to Epping’s success as a community is the blend of different house types including shared ownership options. It is important that the blend in future reflects the local

demographic and consequent house needs. The proximity to the London housing market already generates pressures capable of skewing the blend. The loss of bungalows in particular erodes the range of housing options locally and other alterations can have a profound impact on neighbours’ quality of life.

TABLE 2: Comparison of demographics of Epping resident groups to Essex and UK

	Epping	Essex	UK
Age 45 to 59	21%	20.3%	19.4%
Age 60 to 64	6.7%	6.8%	6%
Age 65 to 74	9.2%	9.6%	8.6%
Age 75 to 84	6.2%	6.2%	5.5%
Age 85 and over	2.6%	2.5%	2.3%

Source: 2011 Census



POLICY 14: PROTECTING RESIDENTIAL AMENITY

The range of development proposals will be supported where they are sympathetic to the design qualities and character of the local area / vicinity of the site and respect the amenity of existing residents with regard to noise generation, over-looking, and car parking.

New development which is contrary to the provisions of the Essex Design Guide (and successor documents) and has a detrimental impact on the lives of people as a result of overlooking or loss of amenity, poor design, inappropriate parking provision, accessibility, design or flooding will not be permitted, and where appropriate should take into account opportunities to address existing deficiencies in residential amenity in the area of the development. Any proposals for residential development will also be considered against other relevant policies in the Neighbourhood Plan.



10.3 This Plan seeks to enhance the amenity of existing residents and use development opportunities to introduce improvements within the urban setting which reflect the Parish’s special sense of place.

10.4 Coopersale lies on the outskirts of Epping to the east with a limited range of facilities serving the community.

10.5 Delivery: The policies in this section will be delivered through their application at planning application stage. It is proposed that the principle source of resources for the facilities within this policy will come from developer contributions in support of development within the Parish, and grant funding.

POLICY 15: BUNGALOWS, BASEMENTS AND GARAGES

There will be a general presumption against developments which would result in the loss of specialised housing for older people for example bungalows, for the purposes of policy H1 part E in the adopted Local Plan 2022-2033 – the Orchards applies, in order to retain a balanced blend of housing types in the Parish serving in particular elderly residents.

Given the age of many buildings and parts of Epping, the construction of basements and other subterranean alterations are a major concern, proposals will be firmly opposed in accordance with the Local Plan policy DM12 ‘Subterranean, Basement Development and Lightwells’.

The conversion of detached garages on residential plots into separate dwellings will be opposed if the proposal alters significantly the character of the area and amenity of the neighbours.

POLICY 16: SUSTAINING AND ENHANCING COOPERSALE

The mix of activities at the ‘local centre’ serving Coopersale shall include a convenience store and other uses such as restaurants and take-aways. Proposals which reduce or erode the scale or mix of activities will be resisted.



11. HERITAGE, HISTORIC BUILDINGS AND PUBLIC REALM



11.1 The heritage and public realm are important factors in the distinctive appearance, and unique nature of the Parish. The Essex Historical Environmental Record maintains a list of all the heritage assets in Essex, both designated and undesignated. There are 134 heritage assets listed in Epping Parish, 62 of which are Listed Buildings, the Epping Forest Purlieu Bank is a Scheduled Monument and Coopersale House has a Registered Park and Garden. The remaining 70 heritage assets range from excavation sites in the town centre, to Roman metal-detecting finds to industrial archaeology associated with the railway. Historic Environmental Characterisation has been undertaken for the entirety of Epping Forest District. The Domesday Book of 1086 gives brief details of “Eppinga”, a small community consisting of a few scattered farms and a chapel on the edge of the forest at the place known today as Epping Upland. The name “Eppinga” gives a clue to the early inhabitants of the village. It is thought to be from the Anglo-Saxon, “ep” meaning up and “ing” meaning cultivated lands,

indicating that the area was settled well before the Norman Conquest of 1066. The forest takes its name from the town. Much of Epping’s heritage is reflected not only in the listed buildings and structures which grace the town today but in its layout. The small market town feel is preserved by the enfolding embrace of the forest and the Green Belt land that surrounds it. The origins of the town layout - a main street wide enough for markets, distinctive burgage plots frontages onto High Street with long thin plots and a rear access lane - Hemnall Street, are still very apparent today.

11.2 There are 47 statutorily listed buildings in Epping High Street plus several locally listed or buildings of townscape merit. A few timber framed buildings from the 17th century still exist there, the oldest being the Black Lion public house. Two of the town’s buildings are listed Grade 2* St John’s church and Epping Place, the remainder Grade 2. The layout of the listed buildings emphasise the historical importance of Epping town centre (see Annex D, a Brief History of Epping).

11.3 In 1253 King Henry III granted Waltham Abbey the right to hold a weekly market in Epping Street as well as a three day annual fair in May. Over the years Epping market developed to be an important Essex cattle market. Animals from surrounding farms and further afield were walked to the town by drovers. The animals were rested on open land north of the High Street at The Plain then displayed in pens which were then a permanent feature in the High Street. Epping was an important stopping point on the road north towards Norwich, Cambridge, Bury St. Edmunds and beyond for travellers from the 15th century onwards. By the 19th century the High Street had 27 inns catering for travellers and the market. Apple Tree Cottage in Bury Lane dates from the late 15th century and in the 17th century was the Castle Inn. Beulah Lodge dates from the 17th century. A brewery and maltings once existed on Lindsey Street as did a pesthouse and a workhouse. Much of the town was rebuilt in the mid-18th century following a major fire which devastated much of the town’s earlier fabric, after which date many of the listed buildings originate.



POLICY 17: PROTECTING THE PARISH'S HERITAGE ASSETS

The policy refers to all the heritage assets as identified on the Historic Environment Record, including the below ground archaeology and non-designated built assets. A review of the town's conservation areas is proposed to assess whether the layout of the area between the Bell Common and Town conservation areas is of sufficient special architectural or historic interest as part of the town's main thoroughfare to warrant designation thus linking the two existing conservation areas adding protection for Statutory Listed Buildings and their settings. It would require careful management to protect this section's character and future

development throughout the High Street would be required to be of a consistent high standard, appearance and design.

Within the town conservation areas, any development proposals or works in the public realm will be expected to be designed with regard to the following:

- the scale, bulk and design themes prevalent in the adjoining area,
- sensitive to the character of the conservation area
- the setting and layout of adjoining historic and listed buildings and structures,
- the details and materials used in the area

- retention of heritage features such as awnings and fixtures, stall risers, windows and their associated stays, original shop-fronts small panes of glass rather than plate,
- avoiding the painting of walls and introduction of internally-illuminated or bright dominant signage,
- using directional signage and road lining of appropriate heritage types rather than national standard and seeking to remove superfluous / out of date direction and informative signs,
- use of street furniture which conform with the public realm themes of the conservation area.

COMMUNITY ASPIRATIONS: ENHANCING THE PARISH'S HERITAGE AND PUBLIC REALM

This Plan specifies a range of measures as Community Aspirations to support and enhance the area's heritage and public realm:

- the retention of the town's particular features of special architectural and historical interest and features of character and appearance deemed desirable to add to the 2007 appraisal including its vernacular architectural style such as pargeting, iron railings and the tall ornate chimneys as a requirement of any development proposals,
- Theydon Grove, The Orchards and Albany Court will be included in a

review of the town's built heritage within the Parish and identify areas of special architectural character where buildings of local heritage will be given added protection against loss or damaging alterations, The Town Council with EFDC will identify features of special historical and architectural interest and features of character and appearance deemed desirable to add to the 2007 Appraisal.

- Within the conservation areas plus Coopersale and Fiddlers Hamlet there are a number of buildings and groups of buildings or structures of historic and architectural interest which enhance the Parish's character, appearance and heritage, including

Methodist Church, Barclays Bank and The Quaker Friends Meeting House. These will be identified on a list of Buildings of Townscape Merit (BTM) or Locally Listed Buildings. Pending consideration for listing, development of or changes of use affecting these BTM or locally listed buildings including the Duke of Wellington (which is a classic pub building of its era, developed by Cannon Brewery Co Ltd), Hemnall Social Club, the Fire Station, the Police Station, Whiskers Solicitors, Torgut Dry Cleaners, Epping Shoe Repairs and the old part of the District Council Offices (Homefield House), will be permitted if the proposals preserve or enhance the building's historic and architectural interest.

11.4 Two buildings of national importance are situated just outside the Parish. Hill Hall is a fine Elizabethan mansion

approximately 1 mile south east from the Parish. Theydon Mount is grade 1 listed building and has ancient monument status.

Built in 1570 for Sir Thomas Smith (later Smythe), one of Queen Elizabeth the First's Secretaries of State, it remained as



their family seat for 350 years. The late Sir Nikolaus Pevsner (1902-1983) Art historian and architectural scholar, described Hill Hall in his book on Essex as “one of the most important early Elizabethan houses in England”. In the 20th century it saw use as hospital, accommodation for prisoners of war, and a women’s prison before a disastrous fire gutted the main building in 1969. It was taken into the care of the Inspectorate of Historic Buildings and now English Heritage. Part of the main building has been restored and is now used as residential accommodation.

11.5 Copped Hall is an important Georgian mansion. It stands on high ground in Epping Upland to the south west of Epping town. Sir Thomas Heneage rebuilt the mansion incorporating part of the old house into the south west corner. Elizabeth I and Mary Tudor stayed at the Hall at different times and the first performance of ‘A Midsummer Night’s Dream’ is said to have been given here. The heavily vandalised and overgrown site was saved by the Copped Hall Trust which purchased the freehold in 1995. Today the once gaunt elevations are being restored to their former glory and cultural events take place within restored parts of the mansion and its grounds.

11.6 There are three Conservation Areas within the Parish - Epping town centre, Bell Common and Coopersale. Details are available on the District Council website www.eppingforestdc.gov.uk/residents/planning-and-building/conservation-areas-and-listed-buildings/conservation-areas. The town centre conservation area was originally designated in 1969, with a Conservation Area Character Appraisal and Management Plan issued in 2009. The Bell Common Conservation Area Character Appraisal was prepared in 2010. The Town Character Appraisal points out the number of buildings from the 16th, 17th, 18th and 19th centuries, the long wide

A review of the town’s conservation areas is proposed to assess whether the layout of the area between the Bell Common and Town conservation areas is of sufficient special architectural or historic interest as part of the town’s main thoroughfare to warrant designation thus linking the two existing conservation areas. It would require careful management to protect this section’s character and future development throughout the High Street would be required to be of a consistent high standard, appearance and design.

High Street, and the range of architectural / historic detailing within the town’s buildings. The Conservation Area extends the length of the High Street from Lindsey Street to Crows Road, broadly embracing the property curtilages back from the High Street frontage. The Bell Common Conservation Area covers an important transition in the landscape between Epping Forest and the built-up area of Epping. Once known as ‘Beacon Common’ the area may have contained an ancient beacon alongside the road. High Road became a toll road in the late 18th century and the southern toll gate stood close by the turning to Ivy Chimneys (Theydon Road). There are two groups of attractive 19th century cottages along the High Road (Griffins Wood Cottages and Creeds Cottages) which were built for workers from the Copped Hall Estate. On the south side of the common there are several small, traditional weather boarded cottages - No.49 (18th century), No.73 (early 17th century), and Nos.115 and 117 (c.1600), which are all listed. Creeds Farmhouse (18th century), Highfield Cottage and Apple Tree Cottage (15th century onwards), also form an attractive group of listed buildings at the junction of Bury Lane.

11.7 The Parish’s listed buildings already enjoy statutory protection. In view of the changes in the area since the towns two conservation areas were designated and the proposals in this plan, a review of the town’s conservation areas is proposed. Between the Bell Common and Town conservation areas is a stretch of the High Street from Tesco on one side to the Shell Filling Station on the other. Despite the buildings being mostly modern and in themselves lacking particular architectural or historic interest, the street, the building plots and general layout are part of the historic main road through Epping which plays a large part in shaping the character of the Town. If it was found that the ‘new’ area had sufficient special architectural or historic interest to warrant inclusion with the two existing conservation areas this section would require careful management to protect its character. Future development throughout the High Street would have to be of a consistent high standard, appearance and design.

11.8 Delivery: The identification of heritage items within the built fabric of the Parish will be addressed jointly by Epping Town Council (including advice from a Design Panel) and Epping Forest District Council. The extent of the conservation area will reflect the town’s heritage: English Heritage has published relevant good practice guidance in Understanding Place: Conservation Area Designation, Appraisal and Management (2011) to facilitate preparation of conservation area appraisals in collaboration with the local planning authority. It has also supported the development of a number of self-help toolkits to help them to do so (see the Oxford Character Assessment Toolkit and Urban Design Skills’ Placecheck as examples). Epping Town Council will support EFDC Conservation team’s work to review the Conservation Area.



11.9 As part of the review of the Conservation Areas' features and contents, the Epping Conservation Area Character Appraisal will be adopted subject to updates and alterations of the factors which make most contribution to the character, historic significance, architecture and appearance of the area, as the main guide to considering the appearance, form and detail for new development proposals in the Parish during the lifetime of this Plan. As well as the historical heritage in the Parish, currently protected, there are other buildings important in the architectural history of Epping. The Town Council will identify suitable buildings for Local Listing, to enhance the protection for buildings of local importance but which aren't recognised on the national list of buildings of architectural or historic interest (see also EFDC policy HC12).



11.10 The street furniture in the town centre, signs, lighting, seating, surfaces, etc. are important visually, significantly contributing to the character of the area. The review of the Conservation Areas' Appraisals will include street furniture and this Plan will seek the implementation of recommended changes.



12. SUSTAINABILITY



12.1 Earlier sections of this Plan have identified the importance of the Parish's character to residents and visitors. In order to contribute to maintaining and improving this character, new development will be expected to demonstrate sustainability in its form and construction.

12.2 Due to the impact of road traffic congestion on the area, measures which reduce pollution will be a priority.

12.3 The approved schemes at Bakers Lane and Cottis Lane include Breeam Excellence and 50 parking spaces for electric vehicle charging use. Parking for all the three residential schemes will have 100% electric vehicle charging spaces and there will be over £2.5m of contributions through the Section 106 for education, health care, open space and other wider community wide benefits.

POLICY 18: SUSTAINABILITY

New residential or employment development will be expected to demonstrate measures incorporated into the scheme that minimise and mitigate its impacts on the environment and climate change by:

- Reducing carbon dioxide emissions,
- Electric car-charging points for all new dwellings,
- Provisions for public transport systems which don't use fossil fuels,
- Maximising energy efficiency and conservation through orientation, layout and design of buildings, landscaping and tree planting,
- Minimising overheating through the use of green roofs and walls, shading, landscaping and planting,
- Making use of natural lighting and beneficial solar gain,
- Taking advantage of opportunities to use renewable and low carbon energy sources,

- Minimising water usage,
- Incorporating measures that further promote water efficiency, such as grey water recycling or water butts will be considered favourably.

Sustainable Drainage Systems (SuDS)

All major new development (comprising 10 or more dwellings or buildings for employment / commercial operations) will be expected to use SuDS as normal practice, giving priority to naturalistic solutions incorporated into the soft landscape of the development. The SuDS scheme should identify ownership and maintenance responsibilities for the entirety of surface water drainage system and include a 'management and maintenance plan', which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the drainage scheme throughout its lifetime of the development in line with Policy DM16 of the adopted Epping Forest District Local Plan 2011-2033



13. MAKING IT HAPPEN



ACTION PLAN AND INFRASTRUCTURE REQUIREMENTS LIST

13.1 Central to the approach taken in this Plan is the provision of infrastructure to support development. The concentration of new development into a sustainable urban extension creates a volume capable of enabling supporting infrastructure. The greater use of rail (compared with the consultation draft of the Local Plan) highlights how development could be distributed in Epping and beyond by creating a commuter service between Epping and Ongar. Currently a heritage railway, calculations based on a daily commuter service demonstrates the potential returns and associated viability of this approach.

13.2 Some of the sites proposed for residential development will require masterplans or design briefs to be prepared and adopted to ensure provision of necessary infrastructure and facilities:

- South Epping
- Tube station car park

13.3 Phasing of site development and the advance provision of infrastructure is critical to the achievement of this Plan's proposals without exacerbating traffic congestion and parking problems. The phasing anticipates that sites at Station / Station Approach & car park, St John's development and South Epping would be prioritised to occur early in the life of this Plan after the provision of associated transport infrastructure.



13.4 Action Plan: The following is an Action Plan incorporating proposals from the Neighbourhood Plan:

Item	Lead Agency / others	Funding	Timetable Short / medium / long term*
Agree new Green Belt boundary adjustments (policy 1)	EFDC & Conservators of Epping Forest	Staff time	Short term
Negotiate implementation of the 'Epping Greenway' paths, combined cycleway and footpaths to link the town with the countryside plus signage and visitor information (policy 1, 8 & page 23)	ECC	Capital highways programme	Medium term
Designation of Stonards Hill and Coopersale cricket ground as Local Green Space (policy 2)	EFDC	Staff time	Short term
Programme of improvements to Town centre grass and trees, and Theydon Grove pond (policy 2)	EFDC	Capital allocation	Short term
Negotiate with Health Trust re. a new 'health-hub' providing integrated GP / pharmacy / community health / other health services such as chiropody and opticians / GP / sexual health at St Margaret's Hospital (policies 3, 7 and 14)	EFDC / Health Authority	Staff time	Medium / long term
Negotiate with EFDC re. development and facilities at Epping High Street offices site (policies 3 and 13)	EFDC	Staff time	Medium / Long term
Contribute to Masterplan process for South Epping development including appropriate range of support facilities and infrastructure (policies 3, 5 and 14)	EFDC / ETC** / developers	Developer contributions, Capital highways programme	Short term
Prepare pedestrian and cycle user direction and information signage programme (policies 1,7,8,10 and pages 18,19 & 38)	ECC	Staff time and capital allocation	Short term



Item	Lead Agency / others	Funding	Timetable Short / medium / long term*
Implement plan so that car park usage meets local needs most effectively (policy 7 and page 22)	ECC	Staff time and capital allocation	Short / medium term
Negotiate with EFDC, Essex County Council, Epping Ongar Railway and Transport for London re. introduction of: <ul style="list-style-type: none"> • real-time traffic information • maximising the use of rail travel • extending the Oyster ticketing system • greater use of the Epping - Ongar rail line for commuting • a site for a park and ride scheme between Ongar and North Weald • junction improvements and traffic demand management measures • provisions which make greater use of walking, cycling and public transport (page 19) 	ECC	Capital transport programme	Short / medium term
Negotiate with Essex County Council as Highway Authority re. the introduction of a 20 mph speed limit around all schools within the Parish (Page 19)	EFDC / ECC	Capital highways programme	Short term
Prepare a visitor strategy including shops / services and information provision to enhance the current Epping 'offer' and increase day and multi-day visitor numbers (policy 9 and 13)	EFDC	Staff time	Short term
Negotiate with a provider to create a heritage centre promotion on the High Street (policy 9 and 13)	EFDC	Staff time and budget	Short term
Liaise with local arts groups re. temporary uses in empty shops (policy 11)	EFDC	Staff time	Short term



Item	Lead Agency / others	Funding	Timetable Short / medium / long term*
Liaise with key members of the London Stansted Cambridge Corridor to promote Epping's role as a centre for hospitality for business and visitors in relation to The Forest and heritage attractions (policy 9 and 13)	EFDC	Staff time	Short / medium term
Promote discussions with Essex County Council and business stakeholders to develop information and signage to promote walking from Epping town centre into the countryside	EFDC / ECC	Capital highways programme	Short term
Prepare a programme of public realm improvements and liaise with stakeholders over schemes to achieve improvements to the public realm - pavements, carriageways, lighting, signage, seating and street furniture and 'declutter' of existing signs and redundant highways equipment in the High Street (pages 28 and 32)	EFDC / ECC	Capital highways programme	Short term
Prepare a programme and identify stakeholders for the delivery of <ul style="list-style-type: none"> • a multipurpose venue for community groups / arts performances / sports classes to replace Epping Hall, • cinema as part of St John's development • Children's Day Nurseries for under fives as part of the South Epping and St John's developments, • the retention of the Epping Sports Centre until a replacement facility is provided (policy 14 and page 33)	EFDC	Budget & staff time	Short term
Surveys of local youngsters and residents re. the provision of improvements to play and recreational facilities (policy 14 and page 33)	ETC	Member / staff time	Short term



Item	Lead Agency / others	Funding	Timetable Short / medium / long term*
Liaise with Essex County Council and EFDC to rank / prioritise junction and carriageway improvements - notably South Epping (policies 3 and 5 and pages 19 and 28)	EFDC / ECC	Capital highways programme	Short term
Liaise with Essex County Council and EFDC re. improvements to bus, coach and taxi / public transport interchange including facilities for low / zero carbon buses and bicycle safe storage facilities - notably at Epping Station	EFDC / ECC	Capital highways programme	Short term
Negotiate with Essex County Council regarding seeking Government grant for infrastructure improvements to facilitate new development (policies 3 and 5)	EFDC / ECC	Capital highways programme	Short term
Identify Buildings of Townscape Merit and agree list with EFDC (policy 18)	EFDC	Staff time	Short / medium term
Liaise with EFDC re. review of conservation areas (policy 18)	EFDC / ETC**	Staff time	Short / medium term

* Short 1-2 years, Medium 2-5, Long 5+

** ETC as a supporting stakeholder



13.5 The proposals in the plan include various infrastructure requirements:

Item	Lead Agency / others	Funding	Timetable Short / medium / long term*
Footpath and cycle-path improvements with improved signage and information (policies 1, 7, 8, 10 & pages 18, 19 and 38)	ECC / ETC**	Highways capital allocation / developer contributions	Short term
New car parks as part of St John's, Baker's Lane, Station re-development (policies 3 and 7)	ECC / ETC**	Highways capital allocation / developer contributions	Short term
Greenway paths, signage and information (policies 1 and 8)	ECC / ETC**	Highways capital allocation / developer contributions	Medium term
Infrastructure to support South Epping (policies 3 and 5)	EFDC / ECC / ETC**	Highways capital allocation / government grant / developer contributions	Medium term
Real-time traffic management information	ECC / EFDC	Highways capital allocation / developer contributions	Medium term
Cycle facilities in town centre and part of Station redevelopment	ECC / EFDC	Highways capital allocation / developer contributions	Medium term
Junction improvements	ECC / EFDC	Highways capital allocation / developer contributions	Medium / Long Term

* Short 1-2 years, Medium 2-5, Long 5+

** ETC as a supporting stakeholder



ANNEX A

Site selection / criteria / scoring table

Criteria	Rating
Valued open spaces such as Green Belt / Forest - wildlife value, accessibility and proximity to residents - out of 10	
Accessibility - out of 10	
Infrastructure provision - out of 10	
Environmental impact - brownfield / greenfield - out of 10	
Impact on flooding - out of 10	
Viability / Deliverability - out of 10	
Impact on nearby residents - out of 10	
Impact on traffic / congestion / parking - out of 10	
Potential for mix of house types - out of 5	
Conforms with the character of the town - out of 5	
Impact on facilities - out of 5	
Adequate services - water, drainage, etc - out of 5	
Total (highlight any separate criteria scoring 5 or over)	



ANNEX B

Masterplans with uses and residential densities

Site	Requires Masterplan	New homes / Density
St John's development rear of High Street	Design Brief	50 - 70 flats (min) - see policy 10
South Epping	Yes	450 dwellings - see policy 5
Cottis Lane multi-storey car park / Bakers Lane car parking & sports centre with swimming pool	No, but requires joint development scheme	-
Epping Sanitary Steam & Laundry Bower Vale	No	a mix of 50 homes
Civic Offices, High Street	No	(max) 50 flats
Epping Sports Centre, Hemnall Street	No	40-50
TOTAL		700



ANNEX C

Character Appraisals

Epping Character Appraisals will form a written and pictorial record of the parish of Epping in 2020. They will form a supporting piece of evidence for the Neighbourhood Plan (Epping Together Your Town: Your Say) but will also be a useful guide for the planning committee now and in the future, highlighting each area's distinctive style and character. It will also form one of the guides of Epping. For this purpose, the parish of Epping has been divided into 19 main areas, covering every part of the parish.

Area 1 Thornwood Rd, Palmers Hill, Church Hill & The Green Including: Thornwood Road, Palmers Hill, Wood Mead, Meadow Vale, Maltings Lane, Church Hill, Churchfield, War Memorial Green.

Area 2 High Street (Upper - Civic Offices to St. John's Church). Including: Homefield Close, Buttercross Lane, Star Lane, Cottis Lane. Hemnall Street (the section running parallel to this part of the High Street).

Area 3 High Street (St. John's Church to City of London sign, Hemnall Street). Hemnall Street (the section running parallel to this part of the High Street (just Hemnall Street)).

Area 4 Lindsey Street, Egg Hall & Wintry Park Farm Including: James Street, Frampton Road, Barnfield, Campions, Woodberry Down, Beulah Road, Lynceley Grange, Egg Hall, Wintry Park Farm.

Area 5 St. Margaret's Including: Tidy's Lane, Fairfield Road, Granville Road, Park Side, Birch View, Kingswood Park, Seymour Chase, Boleyn Row, King Henrys Walk, Aragon Mews, The Plain, The Woodyard.

Area 6 The Fields Including: Coronation Hill, Albany Court, Lincoln Fields, Ingles Mead, Wheelers, Clover Leas, Baker's Lane, Rayfield, Severn Field, Beaconsfield Road, Beaconfield Avenue, Beaconsfield Way,

Meadow Road, Shaftesbury Road, Margaret Road, Margaret Close.

Area 7 Theydon Grove, Kendal Avenue, Hartland Road Including: The Drummonds, Ravensmere, Ambleside, Carissbrook Close.

Area 8 Swaines, Tower Road & St. John's Road Including: Lower Swaines, Tower Road, Upper Swaines, Regent Road, Oak Road, Crows Road, Chapel Road, Ashlyn's Road, Bodley Close, St. John's Road.

Area 9 Arboretum, Bury Lane Including: The Arboretum, Lower Bury Lane, Bury Road, The Thatch Cottage.

Area 10 Bell Common including north along the High Road between Hemnall Street and Theydon Road and area along High Road between Theydon Road and the M25

Area 11 Station Road and Centre Drive Including: Station Road, Nicholl Road, Rahn Road, Amesbury Road, Centre Drive, Woodland Grove, Broadoaks, Theydon Place, Medells, The Crescent, Western Avenue, Sunnyside Road, Springfield Centre Avenue, Centre Green.

Area 12 Bell Common including group of houses on Theydon Road, area surrounding Wensley House and south side of the common.

Area 13 Ivy Chimneys Including: Ivy Chimneys Road, Bridge Hill (to junction with Sunnyside Road).

Area 14 Bower Hill, Brook Road, Allnutts Road Including: Bower Hill (to junction with Kendal Avenue), Hillcreat Way, Bower Vale, Charles Street, Warren Field, Allnutts Road, Crossing Road, Brook Road (to junction with Bower Hill).

Area 15 The Orchards, Stewards Green Road Including: Theydon Bower,

Bower Court, The Orchards, Steward Close, Stewards Green Road, Flux's Lane, Coopersale Hall School.

Area 16 Coopersale Street Including: Stonards Hill (from Rail line to after Coopersale Lodge), Houblons Hill (from Houblons House to Theydon Oak), Coopersale Street (Upper).

Area 17 Fiddlers Hamlet Including: Coopersale Street (Lower), Fiddlers Hamlet crossroads.

Area 18 Coopersale West Including: Coopersale Common, Chevelly Close, Institute Road, Laburnum Road, Vicarage Road, St. Alban's Road.

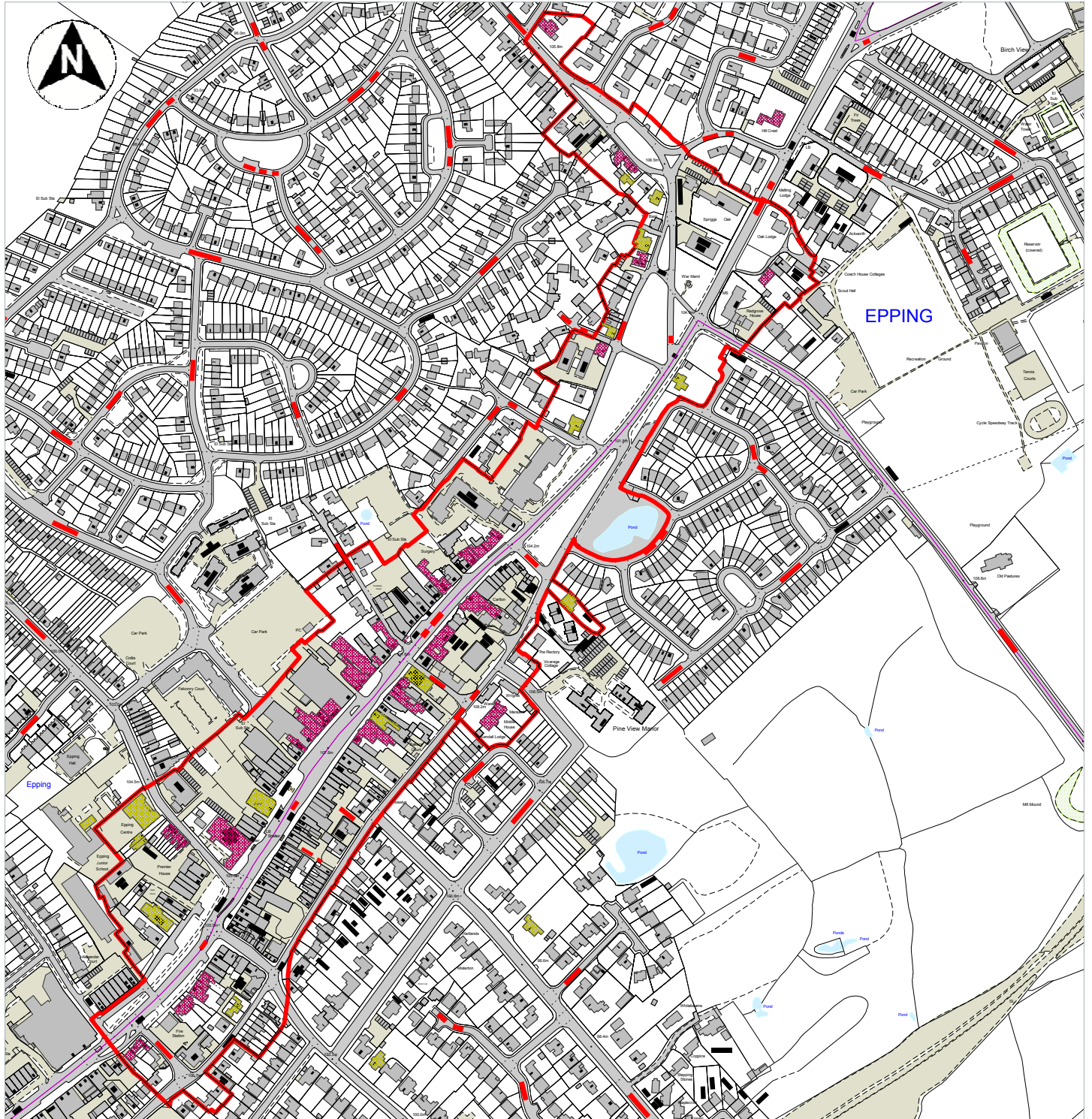
Area 19 Coopersale East Including: Garnon Mead, Parklands 1, Parklands 2, Brickfield Road.

Each Character Appraisal is a stand-alone document, describing the area and a snap-shot of its features at the time the Neighbourhood Plan was in preparation. Reference to the Character Appraisals appears for information purposes; they do not form part of the Neighbourhood Plan.






ANNEX D

Epping Town Conservation Area



LEGEND

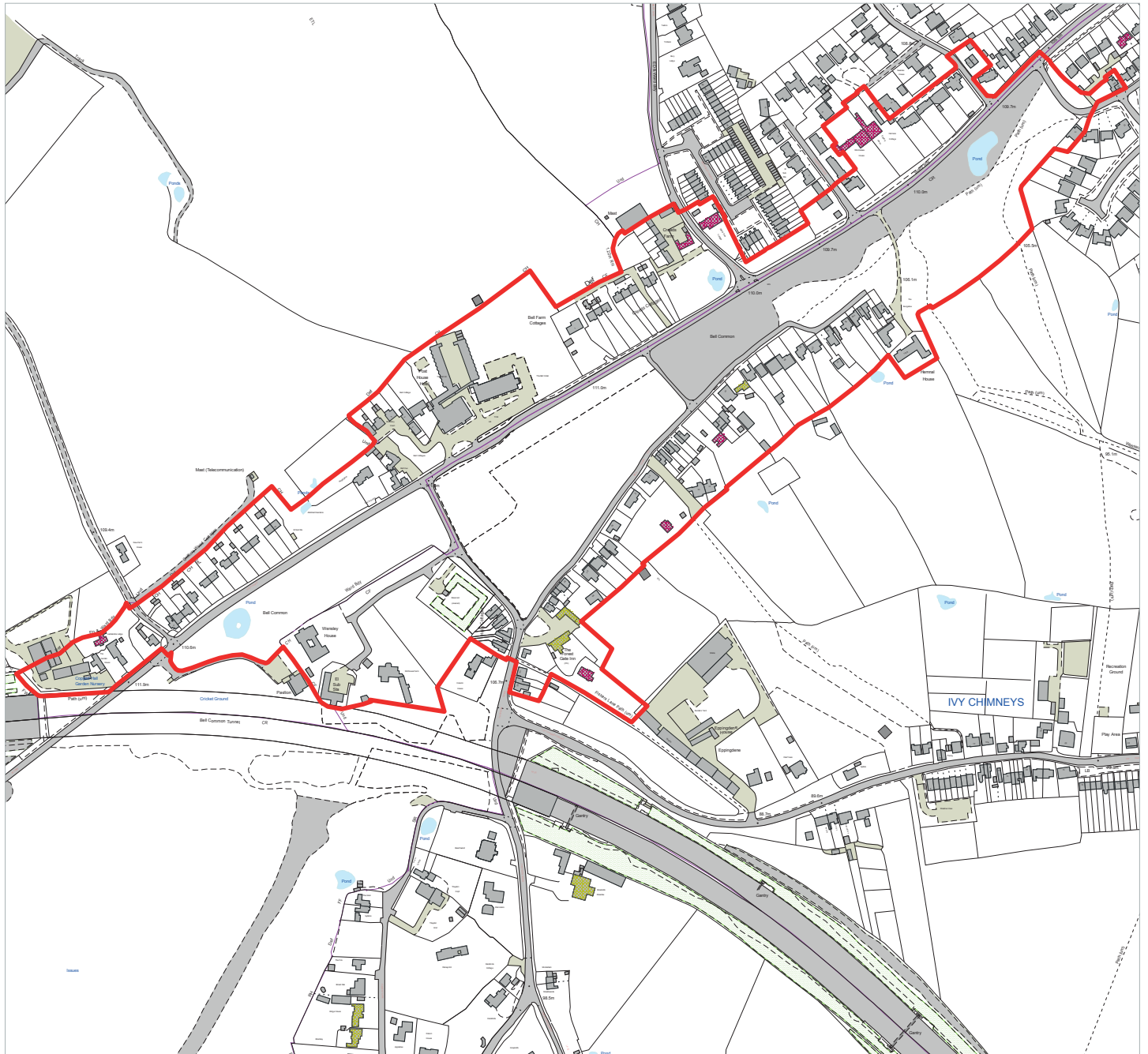
-  Conservation Area Boundary
-  Statutory Listed Buildings
-  Locally Listed Buildings

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ANNEX E

Bell Common Conservation Area



LEGEND

-  Conservation Area Boundary
-  Statutory Listed Buildings
-  Locally Listed Buildings

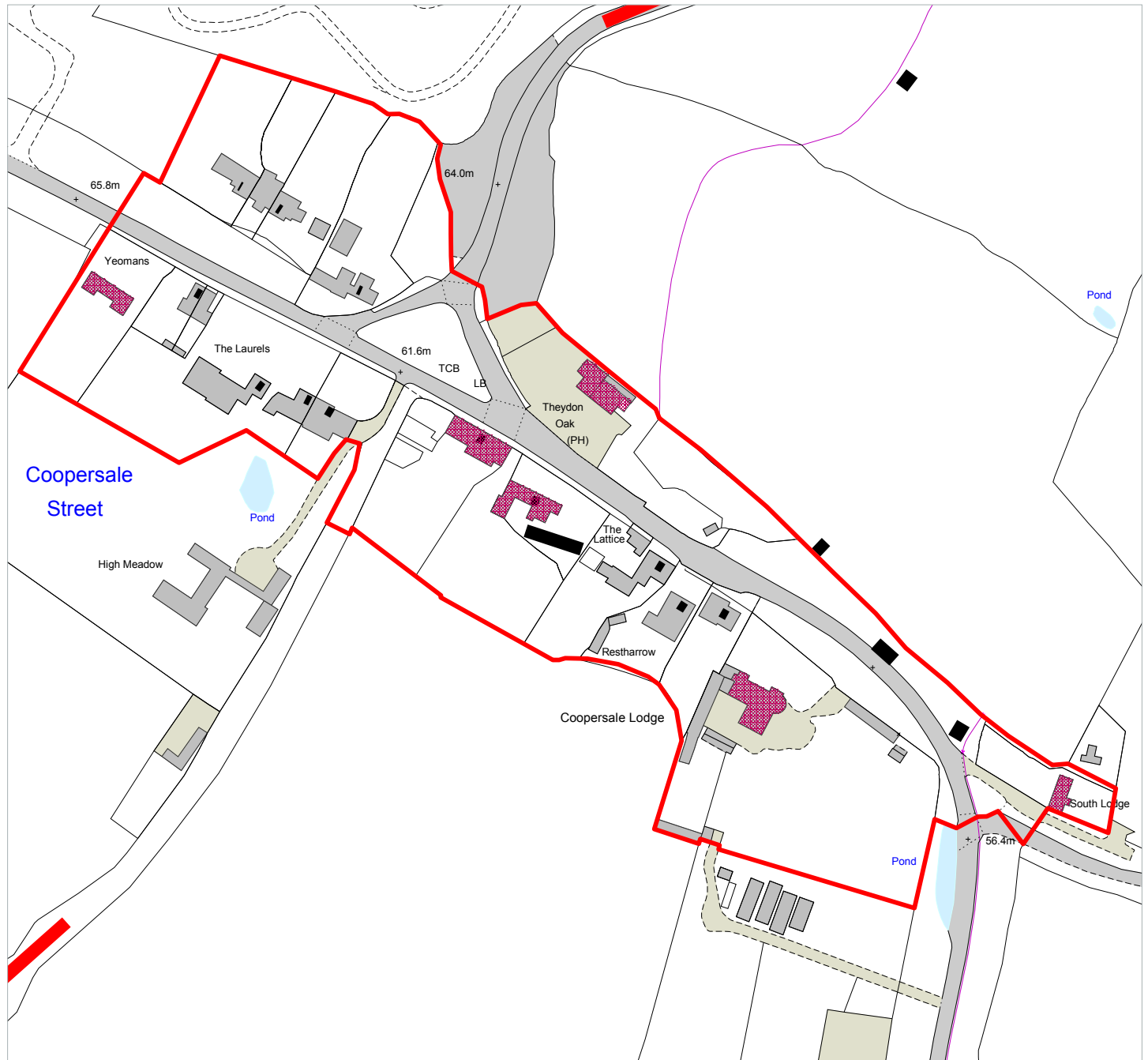
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ANNEX F

Coopersale Street Conservation Area



LEGEND

-  Conservation Area Boundary
-  Statutory Listed Buildings

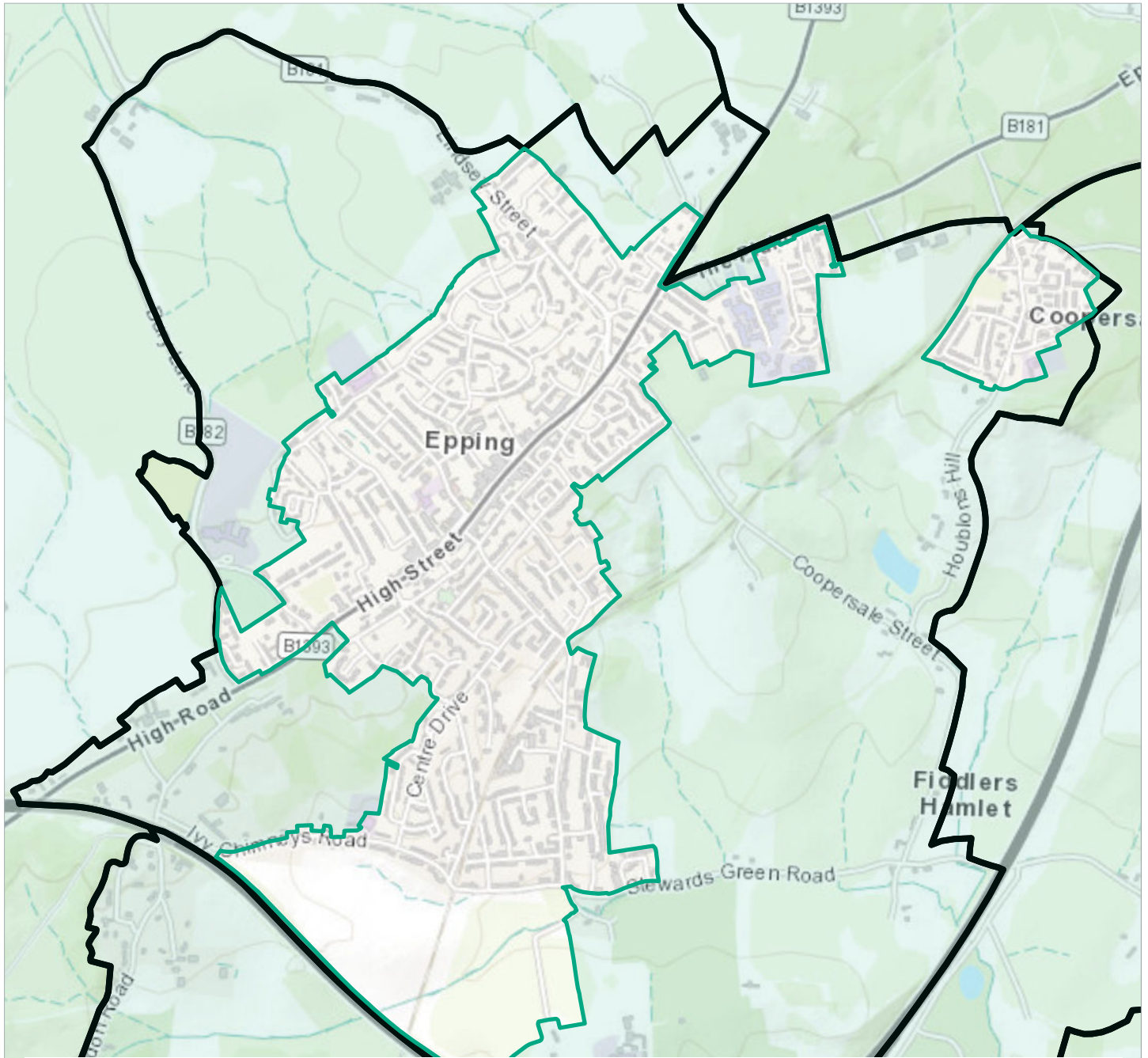
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ANNEX G

Epping Parish and Green Belt Boundary



Project: Epping Parish

 Proposed Green Belt Boundary
 Parish Boundaries

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Date: 29/06/2020

Scale: 1: 30,000 @A4

Name: Planning Policy

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community



ANNEX H

A Brief History of Epping

1 Epping is an historic market town on an old route from London to Cambridge, now supplanted by the M11 to the east. Situated on high ground between Cobbins Brook, a tributary of the River Lea to the west and the valley of the Roding to the east, the Parish is surrounded by rolling fields and forest. It is connected to London by the London Underground's Central Line and sits north of the M25 motorway. The town has no direct access to a junction on either of the nearby motorways. Epping Town is in the south west of Essex, astride a ridge, about 100m above sea level, it is separated from the outer suburbs of London by the forest which bears its name. There are two wards, Hemnall and St John's, with a population within the Town Council area of approximately 12,000.

2 Coopersale is slightly detached from Epping Town situated to the east and stretching along Houlblons Hill from High Meadow and Coopersale Lodge in the south to Coopersale village with its school, pub, shops and cricket pitch to the north. Fiddlers Hamlet is a small collection of houses, two farms and pub on the eastern edge of the Parish. Epping Upland is a separate Parish, mostly rural, serving just over 1000 residents, located to the northwest of Epping itself. North Weald Basset Parish lies to the north, Theydon Gannon Parish to the east (mostly to the east of the M11) and Theydon Bois Parish to the south (separated from Epping Town by the M25).

3 Epping Town has owed much of its development to its main road position and its proximity to London. In the early 19th century horse drawn coaches passed through the town each day to and from London, Norwich, Cambridge, Bury St. Edmunds and other places. In 1800 there were 27 inns in the town and its southern approaches, all mainly serving the coaching trade. The building of a railway line to Loughton in 1856 by the Eastern Counties Railway Co. started the

decline in the coaching trade. In 1865 this line was extended to Epping and High Ongar. Epping railway station was built about half a mile to the east of the High Street in order to avoid the high ridge on which the town is built. House building to the east of the town was encouraged by this development. The old steam railway was electrified after the Second World War in 1948 / 1949 and became part of the London Underground Central Line. This caused a rising demand for housing from commuters who now had easier access to London. Some years ago the Epping to Ongar line was closed down by London Underground. Part of this line is now run as a heritage railway by a local volunteer group.



4 Epping's identity is linked with that of Epping Forest, known as "the Town of the Forest". In early times the whole of Essex was covered by forest. This part of the county became a Royal Hunting Forest. Clearings and enclosures by favoured citizens drastically reduced the total forest area. In the 1870s the Corporation of London, being Commoners of the Forest, brought a case to court against enclosures. The case was won and in 1878 the Epping Forest Act was passed by Parliament. Queen Victoria, on visiting the Forest in 1882 said "It gives me the greatest pleasure to dedicate this beautiful Forest to the use and enjoyment of my people for all time". The 1878 act appointed the Corporation of the City of London as Conservators of

Epping Forest. They own, manage and fund the 6000 acres of the Forest. There is no cost to the local ratepayer for the enjoyment of this priceless asset. In recent years the Conservators have purchased over 1800 acres of "buffer land". This open land, adjoining the Forest, will now give protection against threatened development close to Forest land. In 2005, the Conservators and Epping Town Council jointly purchased 7.5 hectares of 'buffer land' at Swaines Green on the southwest boundary of Epping, now maintained by 'The Friends of Swaines Green' one of many local clubs and charities which enrich the local community.

5 The Parish has its origins deep in pre-history evidenced. Archaeological finds in parts of the forest show that there was human settlement in the area as far back as 7500BC. The Domesday Book of 1086 gives brief details of "Eppinga", a small community consisting of a few scattered farms and a chapel on the edge of the forest at the place known today as Epping Upland. The name "Eppinga" gives a clue



to the early inhabitants of the village. It is thought to be from the Anglo-Saxon, "ep" meaning up and "ing" meaning cultivated lands, indicating that the area was settled well before the Norman Conquest of 1066. Much of Epping's heritage is reflected not only in the listed buildings and structures which grace the town today but in its layout. The town retains distinctive burgage plots, frontages onto



High Street with long thin plots extending to a rear access lane - Hemnall Street.

6 In 1253 King Henry III granted the monks of Waltham Abbey the right to hold a weekly market in Epping Street as well as a three day annual fair in May. Over the years Epping market developed to be an important Essex cattle market. Animals from surrounding farms would be offered for sale and exhibited in the cattle pens which were then a permanent feature in the High Street. One incident was recorded of a wife being sold at Epping market. Due to changed economic circumstances the cattle market ceased in 1961. It has been superseded by a thriving general market which, each Monday attracts stall holders and customers from far and wide. In medieval times Epping Street and Epping Upland sat on the main south-east to north-west trade route. Dwellings were built along this line which today is Lindsey Street. Some of Epping's oldest buildings can be seen in this area of the town. Beulah Lodge dates from the 17th century. A brewery and maltings once existed on Lindsey Street as did a pesthouse and a workhouse. Here the less fortunate of the town found some relief until in 1838, in response to the New Poor Law, the inmates were transferred to a fine new Union Workhouse on the Plain. After service in the war as an Emergency Medical Service Hospital, this building became part of St Margaret's Hospital, now newly renovated as a state of the art Community Hospital.

7 An iron foundry was established in the town in 1858 by William Cottis and Sons moving to a larger site in 1870. At various times they supplied railings for Buckingham Palace, gates for Mansion House and lamp posts for the Embankment in London, as well as parts for the Menai Straits Bridge. They produced farm and gardening implements, including their own range of lawnmowers. The Cottis

family also had a brickworks next to the station and there are still many houses in the town built from Cottis bricks.

8 Epping was famous for its sausages, the flavour rumoured to be derived from venison illegally taken from the Forest.



ANNEX I

Summary of Use Classes Order 2021

Recent changes have deliberately introduced greater flexibility, temporarily and in some cases permanently, between certain uses classes. This is intended as a general illustrative guide, for full details it is essential to check latest amendments to the legislation.

CLASS B

- **B2 General industrial**
- **B8 Storage or distribution**

CLASS C

- **C1 Hotels**
- **C2 Residential institutions**
 - **C2A – secure residential institutions**
- **C3 Dwellinghouses**
 - **C3a – single person or family,**
 - **C3b – up to six people in a household (for care)**
 - **C3c – up to six people in a household (other than for care)**
- **C4 Houses in multiple occupation**

CLASS E

- **E(a)** Display or retail sale of goods, other than hot food
- **E(b)** Sale of food and drink for consumption (mostly) on the premises
- **E(c)(i)** Financial services,
- **E(c)(ii)** Professional services
- **E(c)(iii)** Other appropriate services in a commercial, business or service locality
- **E(d)** indoor sport, recreation or fitness
- **E(e)** Provision of medical or health services
- **E(f)** Creche, day nursery or day centre

- **E(g)** Uses which can be carried out in a residential area without detriment to its amenity:

- **E(g)(i)** Offices
- **E(g)(ii)** Research and development
- **E(g)(iii)** Industrial processes

CLASS F

- **F1 Learning and non-residential institutions**
 - **F1(a)** Education
 - **F1(b)** Works of art
 - **F1(c)** Museums
 - **F1(d)** Libraries and reading rooms
 - **F1(e)** Public halls or exhibition halls
 - **F1(f)** Public worship or religious instruction
 - **F1(g)** Law courts
- **F2 Local community**
 - **F2(a)** Shops (mostly) selling essential goods, including food, where the shop's premises do not exceed 280 square metres and there is no other such facility within 1000 metres
 - **F2(b)** Halls or meeting places for the principal use of the local community
 - **F2(c)** Areas or places for outdoor sport or recreation (not involving motorised vehicles or firearms)
 - **F2(d)** Indoor or outdoor swimming pools or skating rinks

SUI GENERIS:

'Sui generis' is a Latin term that, in this context, means 'in a class of its own'.

Certain uses are specifically defined and excluded from classification by legislation, and therefore become 'sui generis'. These are:

- theatres
- amusement arcades/centres or funfairs
- launderettes
- fuel stations
- hiring, selling and/or displaying motor vehicles
- taxi businesses
- scrap yards, or a yard for the storage/distribution of minerals and/or the breaking of motor vehicles
- 'Alkali work' (any work registerable under the Alkali, etc. Works Regulation Act 1906 (as amended))
- hostels (providing no significant element of care)
- waste disposal installations for the incineration, chemical treatment or landfill of hazardous waste
- retail warehouse clubs
- nightclubs
- casinos
- betting offices/shops
- payday loan shops
- public houses, wine bars, or drinking establishments
- drinking establishments with expanded food provision
- hot food takeaways (for the sale of hot food where consumption of that food is mostly undertaken off the premises)
- venues for live music performance
- cinemas
- concert halls
- bingo halls
- dance halls

Other uses become 'sui generis' where they fall outside the defined limits of any other use class.



ANNEX J

Glossary of Terms

BTM - Buildings of Townscape Merit

Capital allocation - a decision by a council to allocate money towards a specific project, usually of a capital nature, to build or acquire a long-lasting asset.

CIL - the Community Infrastructure Levy - once collected on development on any new development with an internal floorspace of over 100 square metres, can then be used to provide or improve infrastructure, and to then operate or maintain this infrastructure.

Developer contribution / s.106 - an agreement between the council and a developer that the developer will provide a facility or the cash equivalent, necessitated by a housing development, this is covered by section 106 of the planning legislation.

ECC - Essex County Council

EFTC - Epping Forest District Council

EOR - Epping Ongar Railway

ETC - Epping Town Council

LAP - Local Area for Play

LEAP - Local Equipped Area for Play

LPSV – Local Plan Submission Version

LSCC - London Stansted Cambridge Consortium

NEAP - Neighbourhood Equipped Area for Play

NPPF - National Planning Policy Framework

S.106 – Section 106

SLAA - Strategic Land Available Assessment

SuDS – Sustainable Drainage Systems

SHMA – Strategic Housing Market Assessment

TfL – Transport for London

