ATTACHMENT M1

NEIGHBOURHOOD PLAN

KEY POINTS FOR EPPING TOWN COUNCIL'S APPROVAL:

- Early implementation of infrastructure improvements
- NP aims to retain facilities within the town - library, plus health hub and sports as part of St Margaret's redevelopment
- Number of new homes in NP approx. 1250 (cf EFDC 1600 first draft and 1300) - lower density in South Epping
- Merging approach to Bakers Lane and Cottis Lane - flats on one, parking on the other
- Four new car parks - to support town, visitors, businesses
- Supporting increase in tourism / visitors - hotel and better connections to Epping Forest
- Retaining future option for a) rail improvement and b) park and ride for commuters
- Protection for green space, and retaining Coopersale / Fiddlers Hamlet as separate

ATTACHMENT M2

Epping Town Neighbourhood Plan

April 2018

Version Control

Version	Date	Author	Comments
1	16/09/2016	MDS	Compilation of existing / early material
2	Jan 2017	MDS	Draft policies and proposals
3	March 2017	MDS	After Group approval of expanded contents
4	March 2017	MDS	After group approval of sections 1-6
5	7/4/17	MDS	After group approval of sections 7 - 12
6	15/4/17	MDS	Plus Baseline main findings
7	30/5/17	MDS	Include Community Aspirations, comments

			from Group members and alterations from 25/5/2017
8	17/10/17	MDS	Includes alterations agreed Sept / Oct 2017 to 3.3, 4.4, Policy 2, 7.4, Policy 9, 11.7, Policy 18, new section 12 and renumbered section 13
9	19/03/18	MDS	Alterations to parking proposals and St Margaret's site, updates in relation to EFDC Plan and NPPF revisions

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Foreword

Epping like many other areas needs to address the prospect of new housing. Currently the district relies on plans from 1998 with Alterations in 2006, and a new Local Plan is being prepared. The Pre-Submission draft released for consultation in December 2017 shows an additional 1300 homes on sites scattered around the town with little additional transport infrastructure. 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.

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.

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 hamlets such as Coopersale and Fiddlers Hamlet. The preparation of the Neighbourhood Plan is being 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 be 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 1,250 dwellings (subject to densities)
- site allocations for a new health hub, a heritage centre, new school, leisure centre, hotel, and a tourist information facility,
- four new or improved car parks
- areas for specialist housing, for elderly (semi-independent living units) and young / affordable homes.

The Draft Local Plan recognises Epping as one of the two main centres within the District. It has a central position in the London Stansted Cambridge Corridor, and this Neighbourhood Plan sets out proposals to develop the heritage / tourism role for the town in relation to Epping Forest. This includes a proposed town centre hotel development to support both leisure and business visitors to the town, the Forest and the wider area.

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 whole parish and 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 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 and will be submitted formally to Epping Forest District Council (EFDC) for consideration and approval. The plan has been undertaken within the framework of the National Planning Framework and relevant legislation, notably the Neighbourhood Planning (General Regulations) 2012, the Localism Act 2011, and the Town & Country Planning Act 1990 as amended.

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 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 26 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 demand housing from commuters. Some years ago the Epping to Ongar line was closed down by London Underground, part 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 has been designated as a Conservation Area. 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 2017 is a modern, mainly residential community centred around a historical High Street with approximately 5,000 homes and a population of 12,000,
- the % 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) and train (145), bus (75) and 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 r/o 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 central position in the London Stanstead Cambridge Corridor (LSCC),
- the main source of further education and skills training is the Epping Forest 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, WH Smiths 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 15th century.

2. Epping: The Big Picture
Context, National Policy & Epping Forest District Local Plan - current and draft

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 2012 (NPPF) and the revised NPPF 2018 (for consultation until May 2108) and how they apply to Epping.

2.2 The Neighbourhood Plan follows the allocations for new housing in the Epping Forest District Plan, plus some additional sites 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:

What residents like	Big Issues to address
• Strong sense of community • Good transport links to London • Surrounding countryside and forest	• 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

2.4 The current (May 2017) Development Plan for Epping Forest consists of the following documents:

- Combined Policies of Epping Forest District Local Plan Alterations (1998) and Alterations (2006) published February 2008;
- Essex Minerals Local Plan 2014; and
- Essex and Southend Waste Local Plan 2001.

2.5 Epping Forest District Council (EFDC) is in the process of preparing a District Plan and commenced the preparation by co-operating with adjoining local authorities.

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 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 Local Plan 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.

2.6 A Draft Local Plan issued October 2016 set out strategic policies and identified sites as the most suitable and sustainable for development and regeneration. Following consultation the Pre-Submission draft (Dec 2017) shows a reduction in the new homes allocated to Epping parish from 1600 to 1300. 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

2.7 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 tourism 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.

2.8 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 1,300 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 SLAA identified one site: St John's Road Area (SR-0281) as suitable for intensification.

2.9 EFDC will be undertaking further work to enable specific employment allocations to be identified within the Local Plan, and to further consider opportunities to intensify and extend existing sites

where appropriate. In order to deliver the Local Plan 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 Draft Plan 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 The timetable for the Local Plan has the following milestones:

- Submission of the Plan, evidence and representations to the Secretary of State March 2018
- Examination of the Plan by an Independent Inspector 2018 but subject to discussion with Planning Inspectorate
- Inspector reports on the Plan
- Council adopts the Plan as policy

2.11 Epping Town Council welcomes many of the policies in the Draft Plan - new job delivery, town centre development and regeneration, site allocations around Harlow, place-shaping, varied new housing densities, SP 5 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. The Plan covers the period 2011-2033.

Preparation of the Neighbourhood Plan

2.12 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 tourism, and
- appropriate development and design requirement which respect the character of the town.

2.13 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 6th Sept 2016 to consider the neighbourhood plan Vision for what Epping will be like in future. This vision and associated aims

provide 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 and amenities,buildings and facilities 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 area, 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 within tourism 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 (2012 and the 2018 draft for consultation) 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 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 the design,
- encouraging higher densities in urban locations / areas of high housing demand.

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, including an area of potential Forest expansion (in exchange for land required for access improvements). Within the Green Belt boundaries shown in Map 1, no further development will be permitted.

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 Forest as shown on Map 1. Signage and visitor Information will be enhanced to promote visits to the area.

4.3 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. Policy 2 protects and enhances important areas not otherwise protected, and create 'wildlife green corridors' around the town linking The Lower Forest with the more southerly extent of Epping Forest.

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:

Lower Swaines, Stonards Hill and Coopersale cricket ground.

The areas shaded light green on Map 1 are designated as wildlife green corridors
- in the west, extends from Epping St John's School, to Swaines Green, Lovelock Fields , the recreation ground and the allotments, and land from James Street all the way up to Wintry Wood.
- in the east, extends from land adjoining St Margaret's to Stonnards Hill and Stewards Green Road.

In these areas no change will be permitted other than in very special circumstances. The areas which meet the criteria for Local Designated Green Space as set out in the NPPF paragraphs 76, 77 and 78 are:
- Lower Swaines / Bolt Cellar Lane and land at Thatched Cottage for both recreational and natural environments,
- Stonards Hill / Lovelock Field / for its recreational and open space qualities,
- Land between St Margaret's Hospital, Stonnards Hill and Theydon Grove for both recreational and open space qualities,
- Coopersale cricket ground for both recreational and open space environment .

The policies regarding green space, green corridors and new development in this Plan 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 Brook Rd football pitches, and the Epping cricket grounds.

This Plan also identifies priority areas where it is important to improve and enhance open space provision:
- Town centre grass and trees,
- Theydon Grove pond
- Ivy Chimneys / Bell Common (end of Hemnall Street).

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 combine to prevent further development in the Green Belt / Forest or beyond the sites shown in section 5.

Delivery

4.5 Much of the Forest and Buffer Land is owned by the Corporation of London and managed by the Conservators to remain un-altered in perpetuity. Open spaces in the parish are owned and maintained by a number of bodies including Epping Town and Epping Forest District Councils. 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 Local Plan draft produced by Epping Forest District Council showed a number of sites around Epping parish to provide 1600+ new homes in the parish. The Pre-submission Draft published December 2017 showed a 24% reduction in the number of new homes - 1305, in sites around the town centre, the station, with 950 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 South Epping will include a local centre, new primary school, new roads and a bridge 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 sites allocation in the EFDC Pre Submission (except for development of the Library, but with the addition of three further sites), 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. 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	2018	2033
Population	11,461	12,000 (est)	14,420
Anticipated Dwelling Numbers		5,000	6,100

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. The Bakers Lane and Cottis Lane car park sites could be combined to deliver flats on one and a multi-story car park on the other. 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).

Policy 3: Development Proposals

The following sites within the Parish are identified for development 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* - improved station with flats above
- St John's development r/o High Street* - see policy 10
- South Epping * - see policy 5
- Cottis Lane Car Park and Bakers Lane Car Park - parking and flats
- Epping Sanitary Steam & Laundry Bower Vale - a mix of homes and a public car park (potentially underground)
- St Margaret's Hospital site - (part) for residential retirement homes - other parts of the site are allocated for a community health / GP / health hub, a new sports centre and car parking (see section 9 below)
- Civic Offices, High Street - for residential hotel with conference facilities, and potential for gym, community hub space and relocation of town library,
- Police Station, High Street - for visitor centre and flats above
- Bell Hotel site - for residential
- Epping Sports Centre, Nicholl Road - only after a new sport / leisure centre is built within Epping (see Policy 14 below).

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 the standards within the EFDC Local Plan or successor documents (and the Affordable Housing Supplementary Planning Document), pending a review of local housing needs in the parish of Epping. Subject to the outcome of the needs assessment and an assessment of viability, the threshold and/or level of affordable housing to be provided in residential developments in Epping will be amended in line with the identified needs of local people.

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 Station / Station Approach & car park, St John's development and South Epping would be prioritised after the provision of associated transport infrastructure - see Section 12 : Making it Happen.

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

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 and appearance of the various areas of the town (see 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 and the St Margaret's site could accommodate some specialist elderly / semi-sheltered homes. 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).

Policy 4: Beyond the range of sites for residential development in Policy 3 there is a strong presumption against further residential development of sites for more than 5 dwellings.

5.8 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. 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 and water courses which cross the South Epping area draining eastwards.

Policy 5 : 'South Epping' is a 'sustainable urban extension' located on land to the south of Ivy Chimneys Road / Bridge Hill / Brook Road to provide residential development supported by 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 2. South Epping is expected to in excess of 700 homes with a mix of dwelling types and sizes. 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 CC as Highway Authority.

5.9 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 - notably St John's and EFDC offices, (see Policies 7 and section 11)

- designs and detailing appropriate to the character of Epping town centre, locally distinctive in a style sympathetic to their surroundings. 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 below) and Bell Common Hotel site

- 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 below).

- 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 - as part of the St Margaret's redevelopment (see policy 14 below),

- improvements to car parking - notably at Epping Station, Cottis Lane, Baker's Lane and the former Laundry on Bower Hill. Development of the Cottis Lane and Baker's Lane car parks shall provide a combination of residential development supported by car parking to agreed standards and retain on site the number of public car parking spaces currently available.

5.10 Several of the sites for residential development are within the town centre - see Policy 9 / Map 2 for the town centre boundary, and will be expected to provide ground floor uses consistent with the town centre policies.

Delivery

5.11 The majority of the sites shown in Policy 3 are privately owned and would be the subject of planning applications. Advance infrastructure development would be the subject of s.106 negotiations, Essex CC capital allocations and government grant. Sites owned by 'public' bodies - Epping Station, Civic Offices, Bakers Lane and Cottis Lane car parks and St Margaret's hospital would be the subject of discussions with the relevant bodies followed by planning applications. Infrastructure requirements for all sites must be delivered at a rate and scale to meet the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan (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.

5.12 Several of the sites proposed for development within and around the Town - South Epping, Bell Hotel, St Margaret's Hospital - will require inclusion of protection for important trees, hedges, open spaces, and where appropriate the provision of walking routes / cycle lanes to connect sites to the town centre in design briefs.

5.13 The identification of the District Council offices as a hotel development reflects the longer-term view of Epping's role within the London Stanstead Cambridge Corridor as an attractive place for tourism and visitors plus the proposed conversion of the Bell Hotel site for residential use.

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 traveler 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 9).

6.2 Capital funding to support new development is central to enable housing development in the Epping area. The importance of the London Stanstead 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 CC 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. The age and quality of current rail infrastructure would if un-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 as there has been a 25% increase in stations usage on the Central Line in the last seven years. 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 west of 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 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.

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**:

- 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,

- greater 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 travelplans including greater scope for working from home,
- a facility in or near the town centre for coach parking
- and provisions which make walking, cycling and greater use of public transport feasible for short to medium length journeys.

6.5 The 2017 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.

Policy 6: Enhancing Epping Station* and Central Line extension

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 and taxi stand, plus bicycle storage facilities. 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 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 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

6.6 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.

<u>Traffic and Tackling Congestions</u>

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.

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 1,100 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 to ease congestion and manage traffic generation and movements.

Community Aspirations: Accessibility and Connectivity Improvements

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 and a mini roundabout to assist traffic flows,
- improvements to the junction of Stonards Hill with B1393 (High Rd) and B181 (Lindsey St) to improve traffic flows
- explore pedestrian priority areas in the side roads connecting High Road and Hemnall Street, and traffic calming measures in Kendall Avenue
- Greenway footpath connections from Epping town centre - north across Epping Plain into The Lower Forest, and south connecting Hemnall Street and Bell common (see also Policy 9)

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 - from B1393 / Ivy Chimneys Road / Theydon Road eastwards (beside route of M25) including a new bridge or tunnel crossing the railway
- 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 St Margaret's and South Epping with the town centre,
- Improved bus facilities at Epping Station (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 parks at Cottis Lane and Bakers Lane.
- 20mph speed limit on roads near schools.

Map 1: Location of main accessibility and connectivity proposals

6.9 The provision of improved traveller information tools 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 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 structured so that car-usage isn't the primary option and to reflect true costs and encourage alternative travel where feasible,
- improved public transport options ,
- 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 parkway at Blake Hall, a bypass 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 Districts 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, for visitors and in residential areas, and this Plan seeks improvements to existing parking and provision of additional spaces where appropriate. There are in excess of 1220 parking spaces spread across the Parish, 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, 518 spaces at the Station, and spaces at both St Margaret's hospital and Tescos. 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 tourism.

6.12 Car parking 'hotspots' for residents and commuters include

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

Policy 7 : Car parking provision

The capacity and balance at existing public car park sites in the town shall be maintained. There is a presumption against 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 four new public car parks are proposed i) on land at Birch View, ii) as part of the redevelopment of the St Margaret's site, iii) multi-storey at Bakers / Cottis Lane, and iv) as part of a mix of residential development and parking at the Sanitary and Steam laundry, Bower Vale. 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 Stonnards Hill car park - for public use day-time and recreational use evenings and weekends. These will deliver an estimated 600+ extra car parking spaces for residents, visitors, shoppers, commuters and businesses in the town.

Opportunities to increase public car parking in various parts of the parish, as part of the South Epping development and at the northern end of the parish to support visits to this part of the Forest will be supported.
Car parking will be required as part of any redevelopment proposals to meet Epping Forest District Council adopted standards.
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.

6.13 To enhance the delivery of car parking improvements, the Town Council will seek an agency agreement with the Highway Authority 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 ANPR 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 Epping Station and the possibility of mutli-level car parking at the Cottis Lane and Baker's Lane development sites. The Bakers Lane and Cottis lane sites are both in the ownership of Epping Forest District Council, and negotiations regarding the development of these sites will seek

a net equivalent of existing public spaces plus spaces for the new homes across the two sites allowing for their differing layouts and relationships to adjoining properties and residential amenities - including the option of a multi-storey car park on one and residential development on the other. Reviewing parking layouts in 'hotspots' such as the High Street and in residential areas e.g. demarcartion 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.

Policy 8: Paths to The Forest. A set of way-marked combined walking and cycling routes - called **Epping Greenways** linking the town centre with the footpath network in The Lower Forest and Epping Forest will be constructed (see map 1). The Greenways are a facility for pedestrians and cyclists and this Plan proposes two main routes from the town centre north via The Plain and south connecting Hemnall Street and Bell Common. 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 20 mph speed limit on roads around schools and the public realm improvements within the town centre(Policy 22) 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.

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

- improved footpaths and cycleways connecting the developments at St Margaret's and South Epping 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 using the facilities in Epping and visiting Epping Forest. 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 the layout of the road junction of Stonards Hill with B1393 (High Rd) and B181 (Lindsey St) which both encourage people into the town centre safely and effectively.

6.17 The Town Council will lead the production of the plan for improvements with the input of the appropriate agencies. Once completed developments will be expected to facilitate the delivery of the improvements when fairly related to the development scheme. However the Town Council will work with Epping District and Essex County Council also seek appropriate capital and grant funding sources to deliver the improvements, as set out in the Action Plan (see section 12 below).

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 stop and taxi stand through the proposed redevelopment of the Station car park. Further details are set out in the masterplan for the site (Annex B). 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.

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

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' linked to The Forest
- 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 CC and Dept. 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, 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, Epping Town Council will liaise with the Planning and Highway Authority teams, The Forest administrators and others in order to identify opportunities to achieve improved access to the Forest. Further, the Town Council will seek negotiations with the Highway Authority for an agency agreement so that parking measures and enforcement is controlled locally.

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.

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 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 Local Plan 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 except for firstly, the St John's scheme which has been the subject of a development brief awaiting a planning application, and secondly, the two main car parks off Baker's Lane and Cottis Lane (see policy 3 above).

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 Stanstead Cambridge Corridor. It will act as a centre for tourism 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 cafes 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 Johns Development - major development proposal (list uses) and new public space
- Bakers Lane and Cottis Lane Car park developments - residential and parking

- Police Station - visitor information office and residential
- EFDC Civic Offices - to hotel / residential.
- Epping Underground Station / Station Approach & car park
- Epping Sanitary Steam & Laundry Bower Vale,
- Epping Sports Centre, Nicholl Road

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 EFDC Local Plan - the 'Town centre Designations for Epping' need to reflect changes in the High Street / High Road, the layout of the St John's development and the potential use / re-development of the current EFDC offices for hotel development.

Policy 9 : Epping Town Centre
The extent of the Town Centre along the High Street from A to B is shown on Map 1*. The Key Frontages are as follows:

- Primary Retail Frontage – High Street both sides from Grove Lane to Crows Road / Clark Lane, and include the frontages adjacent to St John's Church. These areas will be afforded the highest level of protection for A1 retail uses; and
- Secondary Retail Frontage – located on the High Street towards Half Moon Lane, to the west of St John's 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 cafes .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 areas of retail and 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 A1 use, the remainder being restaurants, pubs, takeaways and offices (use classes A2, A3, A4 A5, and B1). Changes of use from commercial to residential uses at ground floor level will not be permitted within the Primary Retail area. Within the Secondary Retail Frontage a wider range of main town centre uses would be permitted.

* Major schemes within the town centre - St Johns Development, Bakers Lane and Cottis Lane car park developments, Police Station & EFDC Offices are shown on Map 2.

7.5 St John's Development
A major town centre redevelopment opportunity exists in the St John's site. The combined site comprises approximately 3.72 acres in total. Joint marketing commenced in June 2013 with a view to establishing the level of interest, potential uses and indicative values. The site was offered as a whole or a combination of plots. This Plan supports the proposals to enhance the town centre offer, anchored by a major quality food store of around 20,000 sq ft gross, a cinema of around 10,000 sq ft, restaurants of 15,000 sq ft, hotel of 20,000 sq ft, 35 residential units, together with 200 car parking spaces, all constructed on a multi storey format with main access off the High Street and service access off St Johns Road. In order to link with the town's Political heritage, any public 'square' in the

development could be named after Winston Churchill in his role as MP for the constituency with a monument as an artwork feature.

Policy 10 - St John's

Any redevelopment of the St John's site rear of the High Street (see Map 2) shall be a mix of A1, A3, A4, C1, C3 and D2 uses and the design and scale of the development shall

- complement the Conservation Area,
- include a direct pedestrian corridor link with the High Street / town centre to bring the commercial strands of the town together,
- support the pedestrian access and permeability of the site,
- include on-site parking ,
- include provision for a supermarket complementing the current High Street 'offer',
- be limited mainly to a height of 3 storeys to respect the setting of St John's church and adjoining properties, and be consistent with the existing character of the town, and
- be supported by the improved provision of public realm features, street furniture, seating and signage (see section 11).

Any future proposal should be contingent on including an appropriate provision of street furniture and signage which is consistent with both the recently upgraded provision around the town and the vision of the town centre of the future.

With few redevelopment opportunities in the town centre, the St John's scheme will be expected to accommodate the provision of community facilities and respect the amenity of adjoining residential areas as part of the overall development package.

Map 2 : Location and extent of buildings and spaces covered by Policy 12

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 Stanstead Cambridge Corridor. As well as proposals for new hotel bedroom accommodation as part of the St John's redevelopment and possibly as part of the re-use of the EFDC office site, this Plan includes a number of proposals to enhance the town centre's environment and attractiveness.

Policy 11 - 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 A1 retail, supported by restaurants, pubs, takeaways and offices (use classes A2, A3, A4 A5, and B1) consistent with 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 create a run of three non-retail A1 uses in any frontage length.

The following are priorities for the town centre:

- developments designed to reflect the character of the area,

- maintenance and improvement of public parking provision
- protection of listed buildings and the fabric of historic shopfronts
- retention of space in the High Street for the market,
- a heritage centre /tourism promotion on the High Street in the former Police Station
- temporary uses in empty shops such as art / craft displays .

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 .

7.7 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)
- street markets and events within the High Street.

7.8 Inevitably there will be a turn-over of shops and periods where premises are vacant. of 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.

7.9 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 Area.

Policy 12 Shop-front improvements

Any proposed changes to shop-fronts or signage shall be undertaken to a high standard of design as set out in the Design Guide and successor documents -(see Annex C). Any alterations to shop fronts in the town centre should contribute positively to the character of the conservation area 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,

- avoid internally-illuminated features, fascias and advertisements.

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

7.10 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 LSCC area
- 6 Improve pedestrian accessibility across the town centre including sites for improved road crossing points.

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

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 Falconry Ct, Bakers Lane / ro High Street,
- the 'market town' function for surrounding area,
- the town's role in hospitality - restaurants, pubs, and tourism 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 and Epping Town Councils.

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 Local Plan produced by Epping Forest District Council places the economic activity of the District in the context its position in the London Stanstead Cambridge Corridor and its proximity to London. The Draft Local Plan recognises the potential for the expansion of tourism 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.

Policy 13: 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 areas such as Bower Vale and school sites will remain. The importance of Epping as a centre for tourism 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.

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 and tourism. Increased hotel accommodation is core to attracting visitors for business and 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 and at the new tourist information centre would benefit tourism. A 'how to walk the Essex way' guide and directions to the Forest and Swaines Green will be made available on the Town Council website . 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 Club, Epping Hall and local health facilities are particularly important for various age-groups within the community.

9.2 A number 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. Epping Hall although recent, is within the St John's redevelopment footprint. A major issue for the area is the risk that such facilities are lost with 'replacements' located in other, perhaps distant towns - for instance and 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 congestion mean that out-of-town facilities would be impractical and unacceptable.

9.3 The clear aspiration 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.

Policy 14: 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 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 additional health-hub for Epping comprising GP and community nursing care services, as part of the future of the St Margaret's hospital site, other parts of this site are allocated for a recreational facility, homes and parking provision,
- the provision of multipurpose venue for community groups / arts performances / sports classes to replace Epping Hall,
- a 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 in Epping as part of the St Margaret's redevelopment,
- 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.

9.3 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 skateboard area and pavilion at Stonards Hill ,
- the provision of improvements to play and recreational facilities at Swaines Green (to be based on surveys of local youngsters and residents' views)
- protecting valuable features, i.e. important vistas from the town southwards.

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 and the St John's site would be a prime location for this; 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 private hires during the daytime to ensure a steady revenue stream. Measures like this would require proactive negotiations with potential developers, volunteers' groups and other associated agencies.

9.5 The 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 and drop in blood tests – as well as the existing maternity and post natal

services that are based there as well. 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 anticipated that the South Epping development will involve a new school site.

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 18 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 shows that there is a greater proportion of older people in the area compared with the county and national averages:

	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 15: Protecting Residential Amenity. The range of developments proposed within this Plan will only be permitted with design qualities which match the character of the area 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 Design Guide (and successor documents) and has a detrimental impact on the lives of people as a result of poor design, inappropriate parking provision, accessibility, design or flooding will not be permitted.

Any proposals for development shall be considered against the criteria within the Design Guide and the impact on residential amenity, parking, accessibility, design and flooding, 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.

10.2 One of the ingredients to Epping's success as a community is the blend of different house types. 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 replacement of bungalows with large houses in particular erodes the range of housing options locally and other alterations can have a profound impact on neighbours' quality of life.

Policy 16: Bungalows, Basements and Garages. There will be a general presumption against developments which would result in the loss of bungalows in areas such as The Orchards, in order to retain a balanced blend of housing types in the parish serving in particular elderly residents.

The construction of basements will be opposed unless it can be demonstrated to have no impact on neighbouring properties in terms of structural stability, damp and water penetration and noise generation.

The conversion of garages detached from the structure of the homes they serve, to separate dwellings will be opposed as overdevelopment of the residential plot.

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.

Policy 17 - Sustaining and enhancing Coopersale
The mix of activities at the 'local centre' serving Coopersale shall include a convenience store and other uses within the A1, A2, A3, and A5 use classes . Proposals which reduce or erode the scale or mix of activities will be resisted (see Map 1 for location and extent of Coopersale shops).

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.

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 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 town retains 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.

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.

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. It 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 Nikolous Pevsner, the famous architectural historian, 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 'Midsummer's Night 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 http://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 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 Crow's 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's 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.

Policy 18 Protecting the parish's heritage 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. 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 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 Friends Meeting House. These will be identified on a list of Buildings of Townscape Merit. Pending consideration for listing, development of or changes of use affecting these BTM buildings including the Police Station, Whiskers Solicitors, Torgut Dry Cleaners, Epping Shoe Repairs and the old part of the district council offices, will not be permitted if the proposals are detrimental to the building's historic and architectural interest.

Community Aspiration: 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,
- reviews of the boundaries of the conservation areas (in conjunction with the District Council planning and heritage teams) to consider linking the Bell Common and Town conservation areas and the inclusion of Theydon Grove, The Orchards and Albany Court to reflect the extent of the 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 town conservation area, 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 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 front's 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.

11.8 Delivery: The identification of heritage items within the built fabric of the parish will be addressed jointly by Epping Town (including advice from a Design Panel) and Epping Forest District Councils. 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.

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.

Policy 19
New residential or employment development will be required 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
All major development (comprising 20 or more dwellings or buildings for employment / commercial operations) will be expected to should 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.

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:

- St Margaret's hospital - to provide semi-independent living, supported / care home development including health care facilities plus new community health hub
- South Epping
- Bell Hotel site
- Town centre car parks
- Tube station car park
- Police Station - conversion to heritage centre and tourist information (ground floor) with flats above.

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 problems. The phasing anticipates that sites at Station / Station Approach & car park, St John's development and South Epping would be prioritised 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 plus inclusion of new area of Forest (policy 1)			Short term
Negotiate implementation of the 'Epping Greenway' paths, combined cycleway and footpaths to link the town with the Forest plus signage and visitor information (policy 1)		Capital highways programme	
Designation of Lower Swaines and Stonards Hill and Coopersale cricket ground As Local Green Space Policy 2)			
Programme of improvements to Town centre grass and trees,			

and Theydon Grove pond (policy 2).			
Identify infrastructure requirements linked to new developments (policy 3)		Capital highways programme and grants	
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			
Negotiate with provider re. residential and retirement homes at St Margaret's Hospital			
Negotiate with EFDC re. hotel and facilities at Epping High Street offices site			
Specify and agree infrastructure to support South Epping development		Developer contributions, Capital highways programme	
Specify and agree range of community facilities to support South Epping development			
Negotiate with EFDC, Essex CC , EOR and TfL re. introduction of - 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		Capital transport programme	

Ongar and North Weald - junction improvements and traffic demand management measures - provisions which make greater use of walking, cycling and public transport			
Negotiate with Essex County Council as Highway Authority re. the introduction of a 20 mph speed limit around all schools within the parish.		Capital highways programme	
Seek support from Economic Development Department to seek proactively the range of shops / services to enhance the current Epping 'offer'			
Negotiate with a provider to create a heritage centre /tourism promotion on the High Street in the former Police Station			
Liaise with local arts groups re. temporary uses in empty shops			
Liaise with key members of the London Stansted Cambridge Corridor to promote Epping's role as a centre for hospitality for business visitors, and tourism in relation to The Forest and heritage attractions			
Promote discussions with Essex County Council and business stakeholders to develop information and signage to promote walking from Epping town centre into The		Capital highways programme	

Forest and the countryside			
Identify stakeholders for the delivery of - 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 ,			
surveys of local youngsters and residents re. the provision of improvements to play and recreational facilities			
Liaise with stakeholders over schemes to achieve improvements to the public realm - pavements, carriageways, lighting, signage, seating and street furniture in the High Street		Member / staff time	Short term
Liaise with Essex CC and EFDC re. Improvements to the carriageway / highway junctions - notably South Epping, and Bell Common Hotel site			
Liaise with Essex CC and EFDC re. improvements to bus and taxi / public transport interchange			

including facilities for low / zero carbon buses and bicycle safe storage facilities - notably at Epping Station			
Rank prioritise other junction improvements in Epping			
Negotiate with Essex CC regarding seeking Government grant for infrastructure improvements to facilitate new development			
Identify Buildings of Townscape Merit			
Liaise with EFDC re. review of conservation areas			

12.4 The proposals in the plan include various infrastructure requirements:

Item	Lead Agency / others	Funding	Timetable

Annex A: Site selection / criteria / scoring table

Criteria
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
Epping Underground Station / Station Approach & car park	Yes	89
St John's development r/o High Street	Yes	34
South Epping	Yes	Mix of densities 875+ homes
Cottis Lane Car Park and Bakers Lane Car Park	No, but requires joint development scheme	78
Epping Sanitary Steam & Laundry Bower Vale		50
St Margaret's Hospital site	No, but requires layout to show proposed mix of uses	50
Civic Offices, High Street	No	Hotel / 50 homes
Police Station, High Street	No	6
Bell Hotel site	No	50
Epping Sports Centre, Nicholl Road	No	43
		Total 1,247

Annex C: Character Appraisals

Annex D: 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 Houblons 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 26 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 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. 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 E: Summary of Use Classes Order

Part A

- **A1 Shops** - Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.
- **A2 Financial and professional services** - Financial services such as banks and building societies, professional services (other than health and medical services) and including estate and employment agencies. It does not include betting offices or pay day loan shops - these are now classed as "sui generis" uses (see below).
- **A3 Restaurants and cafés** - For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.
- **A4 Drinking establishments** - Public houses, wine bars or other drinking establishments (but not night clubs).
- **A5 Hot food takeaways** - For the sale of hot food for consumption off the premises.

Part B

- **B1 Business** - Offices (other than those that fall within A2), research and development of products and processes, light industry appropriate in a residential area.
- **B2 General industrial** - Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).
- **B8 Storage or distribution** - This class includes open air storage.

Part C

- **C1 Hotels** - Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels).
- **C2 Residential institutions** - Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.
- **C2A Secure Residential Institution** - Use for a provision of secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.
- **C3 Dwellinghouses** - this class is formed of 3 parts:
  - C3(a) covers use by a single person or a family (a couple whether married or not, a person related to one another with members of the family of one of the couple to be treated as members of the family of the other), an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant, chauffeur, gardener, secretary and personal assistant), a carer and the person receiving the care and a foster parent and foster child.
  - C3(b): up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health problems.
  - C3(c) allows for groups of people (up to six) living together as a single household. This allows for those groupings that do not fall within the C4 HMO definition, but which fell within the previous C3 use class, to be provided for i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger.
- **C4 Houses in multiple occupation** - small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.

Part D

- **D1 Non-residential institutions** - Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non residential education and training centres.
- **D2 Assembly and leisure** - Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used).

Sui Generis

- Certain uses do not fall within any use class and are considered 'sui generis'. Such uses include: betting offices/shops, pay day loan shops, theatres, larger houses in multiple occupation, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, launderettes, taxi businesses, amusement centres and casinos.

Annex F: Glossary of Terms