

# ***Supplementary Committee Agenda***



**Epping Forest  
District Council**

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## ***Cabinet Thursday, 3rd September, 2015***

**Place:** Council Chamber  
Civic Offices, High Street, Epping

**Time:** 7.00 pm

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### **11. GREEN BELT REVIEW (STAGE I) AND SETTLEMENT HIERARCHY (Pages 3 - 296)**

(Planning Policy Portfolio Holder) Background papers attached:

- (i) Green Belt Review Methodology;
- (ii) Green Belt Review Stage I; and
- (iii) Settlement Hierarchy Technical Paper.

(Report C-025-2015/16 refers).

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# **Epping Forest District Council**

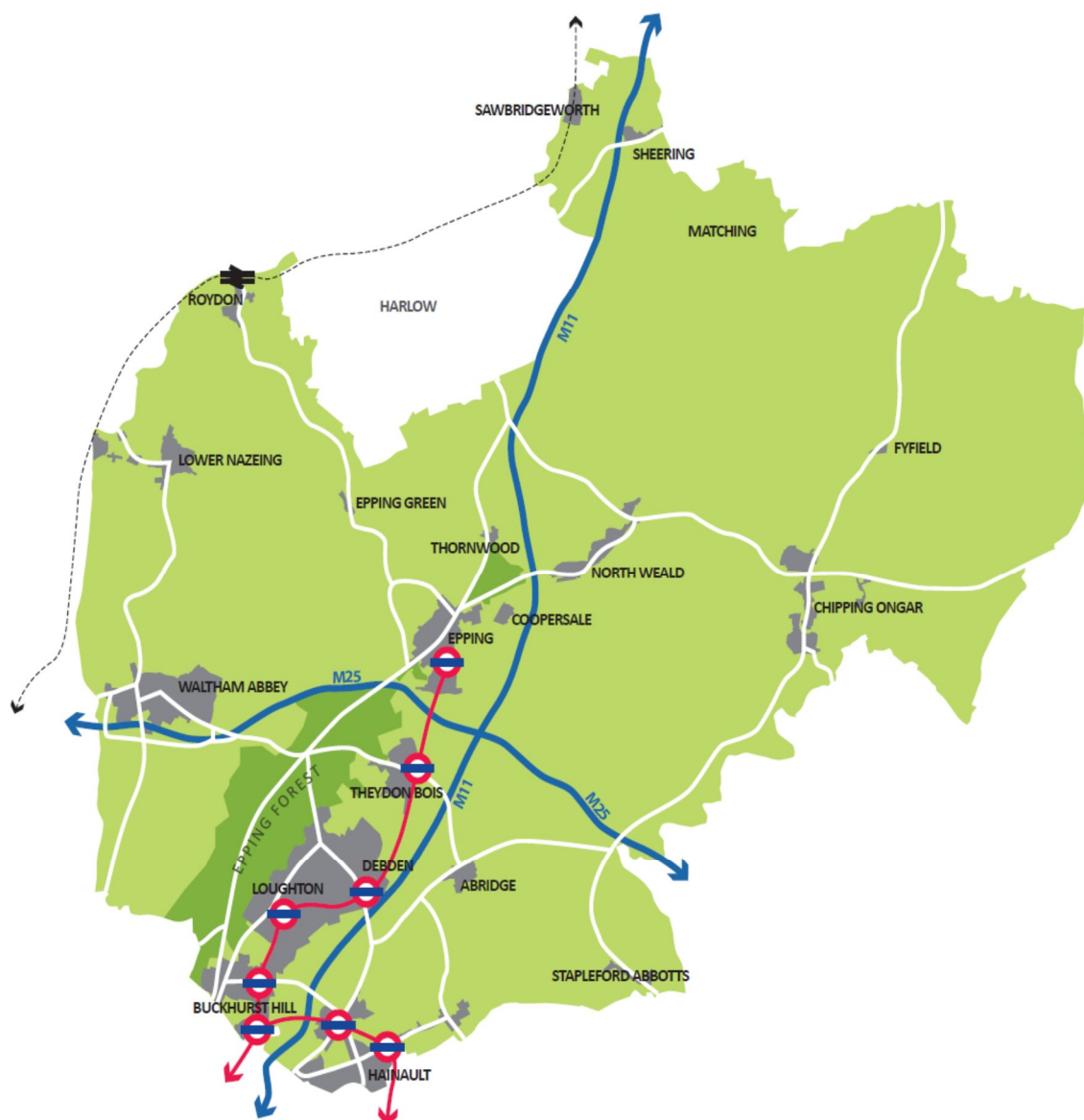
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## **GREEN BELT REVIEW METHODOLOGY**

## Introduction

1. Epping Forest District Council is currently preparing its Local Plan to cover the period of 2011 - 2033. Epping Forest District is covered by roughly 92% Green Belt designation. The National Planning Policy Framework (NPPF) is summarised below, and provides the framework within which local planning authorities should treat the Green Belt when preparing its Local Plan.

**Figure 1: Extent of the Green Belt**



2. The NPPF (para 79) states:

*“The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.”*

3. Paragraph 80 sets out the five purposes of the Green Belt which are:

- To check the unrestricted sprawl of large built up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

4. The NPPF also advises that:

*“Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period”* (paragraph 83)

5. The NPPF requires that local planning authorities, when reviewing Green Belt boundaries, take account of the need to promote sustainable patterns of development and it states that they should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary (paragraph 84).

6. When defining boundaries, the NPPF (paragraph 85) requires that local planning authorities should:

- ensure consistency with the Local Plan strategy for meeting identified requirements for sustainable development;
- not include land which it is unnecessary to keep permanently open;
- where necessary, identify in their plans areas of ‘safeguarded land’ between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period;
- make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following a Local Plan review which proposes the development;
- satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period; and
- define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.

7. In respect of villages and the Green Belt, the NPPF advises:

*“If it is necessary to prevent development in a village primarily because of the important contribution which the open character of the village makes to the openness of the Green Belt, the village should be included in the Green Belt. If, however, the character of the village needs to be protected for other reasons, other means should be used, such as conservation area or normal development management policies, and the village should be excluded from the Green Belt”*  
(paragraph 86)

8. Paragraph 81 explains that once a Green Belt has been defined, local planning authorities should plan positively to enhance the beneficial use of the Green Belt. The beneficial uses include:

- opportunities to provide access;
- providing opportunities for outdoor sport and recreation;

- retaining and enhancing landscapes, visual amenity and biodiversity; or
  - improving damaged and derelict land.
9. In terms of introducing new Green Belt areas, the NPPF (paragraph 82) explains that this should only be done in exceptional circumstances when planning for larger scale development such as new settlements or major urban extensions. If a local planning authority were to propose new Green Belt areas, the NPPF explains that the authority should:
- demonstrate why normal planning and development management policies would not be adequate;
  - set out whether any major changes in circumstances have made the adoption of this exceptional measure necessary;
  - show what the consequences of the proposal would be for sustainable development;
  - demonstrate the necessity for the Green Belt and its consistency with Local Plans for adjoining areas; and
  - show how the Green Belt areas would meet the other objectives of the Framework.
10. This document sets out the methodology for undertaking a Green Belt Review in the District. The purpose of the Review is to assess the Green Belt within the District against the national Green Belt purposes whilst also taking into account physical constraints to accommodate further development. The Green Belt Review will be undertaken independently of the Local Plan Sustainability Appraisal and other evidence base work assessing potential development options. The Green Belt Review does not seek to balance Green Belt purposes with other sustainability objectives - the Council will undertake this balancing exercise as part of its decision-taking when preparing the Local Plan.

### **Stages of the Green Belt Review**

11. The Green Belt Review will comprise two stages which together form a proportionate assessment of the Green Belt within the District. Stage 1 of the Green Belt Review will be prepared in Phases 1 to 6 (below) culminating in a report on Stage 1, which will include the key findings and documentation of the high-level review to enable further site-specific work to be undertaken in Stage 2 of the Green Belt Review. Stage 2 will be undertaken subsequent to the Council identifying the broad locations within the existing Green Belt that should be subject to further assessment ('broad locations for further assessment'). The Stage 2 report will be separate to the Stage 1 report.

### **Stage 1**

#### **Phase 1: Understand the context for the Green Belt Review**

12. This phase will involve the preparation and recording of the following evidence:

- (i) The identification of the exceptional circumstances which may justify the alteration of Green Belt boundaries, including the identification of the types of development that may need to be accommodated in the Green Belt during the plan period and beyond; and
- (ii) An analysis of the history in relation to the designation, alteration and protection of the Green Belt in the District and the wider area.

13. As EFDC has yet to take any formal decision to identify whether the exceptional circumstances exist to justify the alteration of the Green Belt boundary, considerations will include the following:

- (i) The unavailability of sufficient land outside the Green Belt to meet objectively assessed development needs;
- (ii) The need to accommodate development in the Green Belt to meet objectively assessed development needs;



- (iii) Notwithstanding compliance with the Council's duty to co-operate, the absence of any viable alternatives to meet objectively assessed development needs outside the District; and
- (iv) Any material change in circumstances relating to the continued long-term protection of the Green Belt within the District.

### **Phase 2: Appraising the current status of Green Belt land within the District**

14. This phase of the Green Belt Review will prepare a 'high-level' appraisal of the current status of all Green Belt land within the District, including the extent to which the land within the Green Belt continues to serve the five Green Belt purposes (NPPF Paragraph 80). The appraisal will include the following stages:

- (v) Identification and definition of Green Belt parcels for appraisal and assessing whether and to what extent it is necessary to adjust the Green Belt Parcels to ensure the robustness of the evidence produced by the appraisal;
  - a) The appraisal of the Green Belt Parcels to identify the contribution they make to the five Green Belt purposes (NPPF paragraph 80) using the criteria attached in Appendix 1 along with a glossary of terms used (see Appendix 2).. As set out in Table 1 below, a parcel will receive a score based on whether it makes a either 'strong', 'relatively strong', 'moderate', 'relatively weak', 'weak' or 'no' contribution. The approach for scoring against each of the purposes is set out below. Not every parcel is likely to fall neatly into the scoring described below therefore a considerable amount of judgement is required to arrive at scores which consider the whole parcel's contribution to each purpose. Therefore a 'relatively strong' and 'relatively weak' contribution score has been included to allow for more sensitivity where the appraisal leads to the conclusion that the parcel should score between 'moderate' and 'strong' or between 'moderate' and

'weak'. For the first Green Belt purpose (Check the unrestricted sprawl of large built up areas) the Review defines large built up areas as London, Harlow, Cheshunt and Hoddesdon.

- The parcel will be scored as making a '**Strong Contribution**' where the parcel acts itself and as part of a wider network of parcels as an effective barrier against the sprawl from large built-up areas and does not contain defensible boundaries which act as an effective barrier against sprawl. There is a strong reliance upon the Green Belt Policy designation to prevent sprawl from large built-up areas in these parcels.
- The parcel will be scored as making a '**Moderate Contribution**' where it does not act itself as an effective barrier against sprawl, but may form part of a wider network of parcels to act as a strategic barrier to sprawl. Defensible boundaries may be present which are effective in the prevention of sprawl.
- The parcel will be scored as making a '**Weak Contribution**' where the parcel is within reasonable distance to one of the defined 'large built-up areas' however makes very little contribution to the prevention of its sprawl.
- The parcel will be scored as making '**No Contribution**' where the parcel is of such a distance from the built-up areas or on the opposite side of a defensible to such an extent that the parcel does not play a role in the prevention of sprawl.

- b) For the second Green Belt purpose (Prevent neighbouring towns from merging) the Review considers towns to be Epping, Waltham Abbey, Loughton / Debden, Chigwell, Buckhurst Hill, Chipping Ongar, North Weald Bassett, Theydon Bois, Roydon and Lower Nazeing.

- The parcel will be scored as making a '**Strong Contribution**' where the parcel is considered to serve as a critical gap / space between the identified towns with weak or no defensible boundaries to prevent their merger. There is no or very little evidence of ribbon development on well used thoroughfares between towns and visual perception of the gap between the towns along such thoroughfares is one of openness. A reduction in the gap would compromise the separation of the towns physically and visually.
  - The parcel will be scored as making a '**Moderate Contribution**' where the parcel forms part of a gap / space between the identified towns however it is not of critical importance and there are defensible boundaries present to prevent their merger. There may be evidence of ribbon development on well used thoroughfares indicating the Green Belt designation has not been particularly successful in preventing development which could result in the coalescence of towns. A reduction in the gap is not likely to compromise the separation of the towns physically or visually.
  - The parcel will be scored as making a '**Weak Contribution**' where the parcel is located (or partially located) in a gap / space between the identified towns however they are of such a considerable distance apart that its contribution to this purpose is negligible.
  - The parcel will be scored as making '**No Contribution**' where the parcel does not form part of a gap / space between the identified towns or the towns are of such a considerable distance that the gap is not relevant to the Review.
- c) The assessment of the functional performance of existing Green Belt land against the third Green Belt purpose will only assess

whether and to what extent the land under consideration "*assists in safeguarding the countryside from encroachment*". The secondary considerations, which relate to opportunities to plan positively to enhance the beneficial use of the Green Belt land under consideration will only be relevant to the Detailed Site assessment in Phase 6. However, appraisers will record matters relevant to the secondary considerations, but they are not relevant to this phase of the appraisal.

- The parcel will be scored as making a '**Strong Contribution**' where the vast majority of the parcel contains countryside (as defined in the Glossary) in use for agriculture, outdoor sport and recreation, cemeteries and local transport infrastructure (uses that are considered Green Belt appropriate in the NPPF). The parcel does not contain 'visually significant slopes'<sup>1</sup> near settlements which may help safeguard the countryside from encroachment. Little or no encroachment has taken place in the parcel since the previous amendment to the Green Belt (1986).
- The parcel will be scored as making a '**Moderate Contribution**' to the Green Belt where the parcel consists predominantly of countryside in use for agriculture, outdoor sport and recreation, cemeteries and local transport infrastructure. The parcel contains 'visually significant slopes' near settlement(s) which may help safeguard the countryside from encroachment. Some encroachment has taken place since the previous amendment of the Green Belt.
- The parcel will be scored as making a '**Weak Contribution**' where the parcel contains very little

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<sup>1</sup> As identified in Settlement Edge Landscape Sensitivity Study (January 2010)

countryside and significant encroachment has taken place since the previous amendment to the Green Belt.

- The parcel will be scored as making a '**No Contribution**' where the parcel contains no countryside and significant encroachment has taken place since the previous amendment to the Green Belt.

d) In terms of the fourth Green Belt purpose (Preserve the setting and special character of historic towns) the Review will treat the following settlements as 'historic towns' as defined in the Epping Forest District Settlement Hierarchy Technical Paper: Chipping Ongar; Waltham Abbey; Epping; and Sawbridgeworth which although is located in East Herts, meets the criteria of a 'historic town' and is in close proximity to EFDC.

- The parcel will be scored as making a '**Strong Contribution**' where there is historic town within or adjacent to the parcel, and a significant portion of the parcel is within the setting of the historic towns and/ or any heritage assets within those towns, especially those closest to the settlement boundary. The Green Belt contributes positively to the historic significance of the town and/or heritage assets within the town and the removal of the Green Belt here is likely to cause harm to the setting and significance of the historic town and its heritage assets.
- The parcel will be scored as making a '**Moderate Contribution**' where there is an historic town within or adjacent to the parcel, and a significant portion of the parcel is within the setting of the historic towns and/ or any heritage assets within those towns, especially those closest to the settlement boundary. The Green Belt here only provides a moderate contribution to the historic significance of the town and/or heritage assets within the town and the

removal of the Green Belt here is unlikely to cause considerable harm to the setting and significance of the historic town and its heritage assets.

- The parcel will be scored as making a '**Weak Contribution**' where there is an historic town within or adjacent to the parcel, however only a small portion of the parcel is within the setting of the historic towns and/ or any heritage assets within those towns. The Green Belt here does not contribute positively to the historic significance of the town and/or heritage assets within the town and the removal of the Green Belt here is unlikely to cause harm to the setting and significance of the historic town and its heritage assets.
  - The parcel will be scored as making '**No Contribution**' where there no historic town within or adjacent to the parcel.
- e) In terms of fifth Green Belt purpose (To assist in urban regeneration, by encouraging the recycling of derelict and other urban land) this purpose is considered to be more complex to assess than the other four purposes at a local / parcel level because the relationship between the Green Belt and recycling of urban land can be influenced by a range of factors including local plan policies, brownfield land availability and the land / development market and cannot practically be assessed on a parcel by parcel basis. It is therefore considered that the Green Belt as a whole has uniformly fulfilled this purpose and the fifth purpose is not factored into the detailed assessment of sites for this reason.
- f) Each parcel will be scored against the first four national purposes of the Green Belt and will be scored according to its level of contribution.
- g) If the parcel makes 'no contribution' it will receive a score of 0; if it makes a 'weak' contribution it will receive a score of 1 and so

forth up to 5, as set out in Table 1 below. All purposes are considered to be of equal importance at this stage therefore no weighting will be applied to the scoring

**Table 1: Scoring parcels against the national purposes of the Green Belt**

Score	
0	No Contribution
1	Weak
2	Relatively Weak
3	Moderate
4	Relatively Strong
5	Strong

- h) The scores will be aggregated for each parcel to provide an indication of its overall contribution to the Green Belt across the four purposes of the Green Belt.
- i) Documentary evidence recording the outcome of the appraisal this will include:
- Maps
  - Site photos
  - Aerial / Satellite photos
  - Site appraisal schedule

### **Phase 3: Analysing the results of the Phase 2 appraisal**

15. The purposes of this phase are (i) to produce a District-wide analysis identifying the priorities for the protection of the Green Belt in the long-term and, (ii) by reference to the relative significance of the contribution land within the District makes in serving the Green Belt purposes, the scope for releasing and safeguarding land currently within the Green Belt. If appropriate, this phase of the Review will also consider the scope for including additional land within the Green Belt.

16. Although it is useful to understand the parcels' contribution towards all the purposes of the Green Belt, the aggregate scores will not necessarily capture the contribution an individual parcel is making for each purpose. For example, if a parcel has scored a 'strong' for preventing the sprawl of a large built up area, but has scored less favourably against other purposes and has a low aggregate score, it is nonetheless making a 'strong' contribution to the Green Belt. Likewise, if a parcel has scored a 'moderate contribution' across a number of the Green Belt purposes but has a high aggregate score, it should not necessarily be concluded that it is making a strong contribution to the Green Belt. The focus of the analysis at this stage of the Green Belt Review will therefore be to determine which parcels or parts of parcels are the strongest and weakest against each purpose.

#### **Phase 4: Assessment of 'Non Green Belt' constraints**

17. The Settlement Hierarchy Technical Paper has established categories of settlements: town, large village, small village and hamlet. Settlements have been placed into the most appropriate categories in accordance with the services and facilities available in each location. This analysis also draws on the accessibility assessment that has been undertaken by Essex County Council on behalf of the District.

18. The smallest settlements (hamlets) are those where there is no discernible centre, are fully within the Green Belt, and with few (if any) community facilities. Given the relative lack of existing services, and the emphasis in the NPPF on locating new development in and around places to make the best use of existing facilities, it is not reasonable or desirable to consider hamlets as a potential location for planned growth or release from the Green Belt. Therefore the towns, large villages and small villages will be the focus for areas of search during Stage 2. If further analysis may suggest some hamlets also warrant further analysis, and this will be considered on an individual settlement basis.

19. There are a number of environmental designations within the district which preclude development taking place. The following constraints will therefore be applied on a district wide basis, using GIS mapping software:



- a. Strategic Flood Risk Assessment (April 2015) – showing zones 2, 3 and 3b (Zone 1 applies to all land outside of zones 2, 3 and 3b)
  - b. Special Protection Areas (SPA)
  - c. Special Areas of Conservation (SAC)
  - d. Sites of Special Scientific Interest (SSSI)
  - e. Local Nature Reserves (LNR)
  - f. City of London Corporation Epping Forest Buffer land (land owned and managed by the City of London Corporation, which although not a formal part of the Forest, is not available for development)
20. Natural England applies “Impact Risk Zones” for development around SSSIs. These IRZs do not necessarily restrict development, but require detailed analysis of the potential impacts of development, and agreement with Natural England on whether any mitigation measures may be needed. For the purposes of this work, it is not necessary to apply the IRZs, but they will need to be applied when potential preferred allocations are identified later in the Plan making process.
21. Areas of the district that fall within Flood Zones 2, 3 and 3b, and/or any of the designations in b. to f. in para 19 above, will not be considered further for development purposes. However, if analysis indicates there is insufficient suitable land available to meet development needs, land within Flood Zone 2 will also be considered for development purposes, in accordance with the sequential approach.

#### **Phase 5: Identify broad locations for further assessment**

22. The areas of search will be refined by applying a buffer around each settlement, and using this in conjunction with existing defensible boundaries where they are present. It is reasonable that the area of search around each settlement is varied to reflect the categories in the settlement hierarchy. It is not sensible to apply the same buffer to each location, as this would lead to disproportionate areas of search i.e. too small for the larger settlements, and too big for the smaller settlements. As such, the following buffers will be applied:

- |                  |        |
|------------------|--------|
| a. Town          | 2 km   |
| b. Large village | 1 km   |
| c. Small village | 0.5 km |

23. The buffers used broadly reflect the Essex County Council Accessibility Assessment, in that 2km represents a maximum reasonable walking distance. A range of points will be used to determine the appropriate area to be included. Where designated town centres or local shopping parades exist, the appropriate buffer will be drawn from the boundary of this. In addition, further buffers will be created from Central Line stations (8) and main line rail stations (2). Lastly, buffers will be created from bus stops within existing settlements, as identified by the Essex County Council Accessibility Assessment. This work has already taken account of the frequency of bus services, and this has subsequently informed the position of settlements in the hierarchy. This series of buffers will provide an amalgamated area of search, which will be refined taking into account the presence of defensible boundaries as defined by the Green Belt Review methodology. Where defensible boundaries exist, the area of search will be adjusted further away, or nearer to ensure this area of search is sensible and robust.

#### **Phase 6: Reporting**

24. This phase of the Green Belt review will compile evidence necessary to produce a report on the work undertaken at Phases 1 to 5. The report will set out the key findings of the high-level review and include the maps, aerial photos and other documentation as necessary to decide on the broad locations for further assessment in the Stage 2 Review.

## **Stage 2**

### **Phase 7: Further site-specific assessment and reporting**

25. Stage 2 of the Green Belt Review will identify:

- areas where the GB policy designation should remain;
- any historic anomalies in the existing boundaries or locations where development has taken place, which may therefore suggest minor amendment to Green Belt boundaries are required; and
- areas that would be least harmful in Green Belt terms for potential development purposes.

26. This will involve the following:

- a more detailed appraisal of study areas against Green Belt purposes;
- an assessment of the harm to the Green Belt purposes if land within those areas is released in the Local Plan to accommodate new development;
- a more detailed appraisal of physical features which are readily recognisable and likely to be permanent that could form clear Green Belt boundaries

27. Stage 2 is to be undertaken by consultants appointed following a competitive quotation exercise. The methodology will be established in detail by those appointed, in discussion with EFDC officers, but will take into account evidence base work already completed including, but not limited to, Landscape Character Assessment (CBA 2010) and Settlement Edge Landscape Sensitivity Study (CBA 2012)

28. The outcomes from the Stage 2 Review will be published alongside the Draft Local Plan Preferred Approach consultation. However it is likely that Stage 2 may need to be revisited and updated providing further detail after taking account of the consultation responses once further plan making decisions have been taken by the Council.

### **Cross Boundary Working and the Duty to Cooperate**

29. Section 33A of the Planning and Compulsory Purchase Act 2004 and the NPPF require that local authorities and other prescribed agencies work together on an active, ongoing and constructive basis on strategic cross boundary matters. The Council has identified the long-term protection of the Green Belt's permanence and openness as a cross boundary issue with neighbouring local authorities and other identified organisations (see below). It is important that these organisations are engaged in the preparation of the Green Belt Review given the extent of the Green Belt in the District and the cross-cutting issues related to potential Green Belt release affecting areas in the District and neighbouring local authority areas.
30. The organisations listed below will be engaged throughout the preparation of the methodology and Stage 1 and Stage 2 of the Green Belt Review including through the cross boundary 'Co-operation for Sustainable Development Group'. Town and Parish Councils will have the opportunity to be briefed on the outputs of the Stage 1 Review prior to finalising the Stage 1 Report and prior to undertaking the Stage 2 Review. The purpose of this is to allow key stakeholders the opportunity to review technical information collected and provide input through their local knowledge into findings of the Stage 1 Review. The final Stage 1 Report will be published once it has been considered by EFDC's Cabinet and accepted into the evidence base which is the protocol for all Local Plan Evidence.
31. The Stage 2 Report will be published alongside the Draft Local Plan Preferred Approach (Regulation 18) Consultation Document once the evidence has been accepted into the Council's evidence base as explained above.
32. The Council will work with these organisations and any others identified through the course of preparing the Green Belt Review.
- Essex County Council (including Highways)
  - Hertfordshire County Council
  - Uttlesford District Council

- Harlow District Council
- East Hertfordshire District Council
- Broxbourne Borough Council
- Brentwood Borough Council
- Chelmsford City Council
- Relevant London authorities (LB Enfield, LB Redbridge, LB Havering, LB Waltham Forest, Greater London Authority)
- City of London Corporation
- Epping Forest District Council: Various Officers, Chief Executive, Leader and Portfolio Holder
- Co-operation for Sustainable Development Member Board
- Co-operation for Sustainable Development Officer group
- Lee Valley Regional Park Authority
- Town and Parish Councils within Epping Forest District (Town and Parish and Councils within adjoining authority areas as appropriate)
- Highways England
- Natural England
- Historic England
- Homes and Communities Agency
- Environment Agency

#### **Appendix 1: EFDC Green Belt Parcel Assessment Criteria**

<b>1<sup>st</sup> Purpose: Check the Unrestricted Sprawl of Large Built Up Area</b> (Built up areas are London, Harlow, Cheshunt and Hoddesdon)
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1) Does the parcel act, in itself, as an effective barrier against sprawl from large built-up areas outside of the study area, specifically London and Harlow, Cheshunt and Hoddesdon?
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2) Does the parcel contribute, as part of a wider network of parcels, to a strategic
--

barrier against the sprawl of these built-up areas?
3) Are there any defensible boundaries within the parcel (see definition for defensible boundary) which act as an effective barrier against sprawl from large-built-up areas outside of the study area specifically London, Harlow Cheshunt and Hoddesdon?
<b>2<sup>nd</sup> Purpose: Prevent Neighbouring Towns from Merging</b> (Towns are Epping, Waltham Abbey, Loughton / Debden, Chigwell, Buckhurst Hill, Chipping Ongar, North Weald Bassett, Theydon Bois, Roydon and Lower Nazeing)
4) Does the parcel itself provide, or form part of, a gap or space between towns?
5) Are there any defensible boundaries within the parcel (see definition for defensible boundary) which prevent neighbouring towns from merging?
6) What is the distance (km) of the gap between the towns?
7) Is there evidence of ribbon development on well used thoroughfares between towns (B roads and larger)?
8) What is the visual perception of the gap between the towns' well used thoroughfares?
9) Would a reduction in the gap compromise the separation of towns in physical terms?
10) Would a reduction in the gap compromise the separation of towns and the overall openness of the parcel visually?
<b>3<sup>rd</sup> Purpose: Assist in Safeguarding the Countryside from Encroachment</b>
11) Does the Green Belt designation in this land parcel protect countryside that is in use for agriculture, forestry, outdoor sport and recreation, cemeteries and local transport infrastructure (uses that constitute appropriate development based on NPPF paragraph 89, bullets 1 and 2, and paragraph 90, bullet 3)?
12) Having regard to the topography of land and location relative to existing development, does the Green Belt designation in this land parcel prevent encroachment, or in some other way assist in safeguarding the countryside from encroachment?
13) Has there already been any significant encroachment by built development or other urbanising elements?
<b>4<sup>th</sup> Purpose: Preserve the Setting and special Character of Historic Towns</b> (Historic Towns are Chipping Ongar, Waltham Abbey, Epping. Sawbridgeworth which is located in East Herts was also included as 'historic town' due to its proximity to EFDC)
14) Are there any historic towns (Chipping Ongar, Waltham Abbey, Epping and Sawbridgeworth) within or adjacent to the parcel?
15) To what extent is Green Belt land within the setting of the historic towns and/ or any heritage assets within those towns, especially those closest to the settlement boundary?
16) Does the open character of the Green Belt land contribute positively to the historic significance of the town and/or heritage assets within the town?
17) Would the removal of the Green Belt designation and consequent loss of openness from urbanising development on that land, cause harm to the setting and significance of the historic town and heritage assets?

## Appendix 2: Glossary of Terminology

Countryside:	The land and scenery of a rural area. (Oxford Dictionary online)
Defensible Boundary:	A physical feature which is readily recognisable marking the limit or dividing line of an area which is likely to be permanent. (Based on Oxford Dictionary online). Such features include a wall, woodland, watercourse, body of water, main roads or other significant piece of infrastructure.
Encroachment:	A gradual advance beyond usual or acceptable limits. (Oxford Dictionary online)
Historic Town:	Chipping Ongar, Waltham Abbey and Epping
Large Built Up Areas:	London, Harlow, Cheshunt and Hoddesdon
Merging	This can be by way of general sprawl (above) or ribbon development (see below);
Neighbouring towns:	Towns or villages that function as towns (see Settlement Hierarchy Technical Paper).
Openness	Absence of built development or other urbanising elements (not openness in a landscape character sense - topography and woodland / hedgerow cover).
Ribbon development	The building of houses along a main road, especially one leading out of a town or village'. (Oxford Dictionary Online) This includes historical patterns of, or current pressures for, the spread of all forms of development along movement corridors, particularly major roads.
Sprawl:	Spread out over a large area in an untidy or irregular way. (Oxford Dictionary online)
Thoroughfare	A road or path forming a route between two places (Oxford Dictionary online). B roads higher classification will be considered.
Urban:	In, relating to, or characteristic, of a town or city. (Oxford Dictionary online)

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Epping Forest District Council

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# **GREEN BELT REVIEW**

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**STAGE ONE**

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September 2015

## Contents

Chapter 1: Introduction .....	1
Chapter 2: History of the Green Belt and Local Green Belt Policy .....	2
<i>History of the Green Belt</i> .....	2
<i>Local Green Belt Policy</i> .....	2
<i>Green Belt in Neighbouring Authorities</i> .....	4
Figure 1: Neighboring Local Authorities & Green Belt .....	6
Figure 2: Cross-Boundary Green Belt Considerations .....	7
Chapter 3: Exceptional Circumstances .....	10
<i>Viable Alternatives to Meet Objectively Assessed Development Needs</i> .....	10
Chapter 4: Current Status of the Green Belt within the District .....	11
<i>Green Belt Parcels</i> .....	11
<i>Appraisal of Green Belt Parcels</i> .....	11
Figure 3: Parcel Scoring Method .....	12
Figure 4: EFDC Landscape Character Assessment (2010) .....	13
Figure 5: Green Belt Parcels .....	14
Chapter 5: District-Wide Analysis of Appraisal Results .....	15
<i>Purpose 1: To check the unrestricted sprawl of large built-up areas</i> .....	15
Figure 6: Purpose 1 Map (To check the unrestricted sprawl of large built-up areas) .....	18
<i>Purpose 2: To prevent neighbouring towns merging into one another</i> .....	20
Figure 7: Distance between Towns Table .....	20
Figure 8: Distance between towns map .....	22
Figure 9: Purpose 2 Map (To prevent neighbouring towns merging into one another) .....	23
<i>Purpose 3: To assist in safeguarding the countryside from encroachment</i> .....	26
Figure 10: Summary of Countryside Encroachment 1986 – 2015 .....	28
Figure 11: Countryside Encroachment – Indicative Areas (1986 – 2015) .....	29
Figure 12: Purpose 3 Map (To assist in safeguarding the countryside from encroachment) .....	31
<i>Purpose 4: To preserve the setting and special character of historic towns</i> .....	32
Figure 13: Purpose 4 Map (To preserved the setting and special character of historic towns) ...	34
<i>Aggregated Parcel Scores</i> .....	35
Figure 14: Green Belt Parcel Overall Aggregated Contribution Map .....	36

Chapter 6: Broad Locations for Further Assessment .....	38
Figure 15: Settlements identified for further Green Belt Review .....	38
Figure 16: Settlement categories defined by the Settlement Hierarchy Technical Paper .....	39
Figure 17: Creation of Broad Locations for Further Assessment .....	41
Figure 18: Broad Locations for further assessment .....	44
Chapter 7: Conclusions .....	45
Appendices .....	47
Appendix 1: Green Belt Parcel Assessment Criteria .....	48
Appendix 2: Glossary of Terminology .....	50
Appendix 3: Relevant Essex & Southend-on-Sea Structure Plan (2001) .....	51
Appendix 4: Countryside Encroachment Table (1986 – 2015) .....	52
Appendix 5: Green Belt Parcel Appraisal Summary Table .....	54
Appendix 6: Parcel Appraisals .....	57

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## Chapter 1: Introduction

- 1.1 The main purpose of the Stage 1 study is to undertake a high level review of Green Belt land across the District to identify the contribution of the Green Belt towards national Green Belt purposes as set out in the National Planning Policy Framework (NPPF).
- 1.2 Following this assessment against the national purposes a number of constraints will be applied as part of the Stage 1 study to enable further assessments of these areas in the Stage 2 report.
- 1.3 These constraints are as follows:
  - Strategic Flood Risk Assessment
  - Special Protection Areas (SPA)
  - Special Areas of Conservation (SAC)
  - Sites of Special Scientific Interest (SSSI)
  - Local Nature Reserves (LNR)
  - City of London Corporation Epping Forest Buffer land (land owned and managed by the City of London Corporation, which although not a formal part of the Forest, is not available for development)
- 1.4 The outcome of this study will provide only one piece of evidence amongst a wide range of considerations that must be taken into account before any potential changes to the Green Belt boundaries are proposed. Such considerations include, but are not limited to, objectively assessed need for development, infrastructure capacity, the availability land for development and sustainability. **Therefore this document should not be read in isolation.** If a parcel (or part of a parcel) is appraised as not serving the purposes of the Green Belt, this does not mean that the parcel should or will be allocated for development in the Local Plan or that the Council would look favourably on a planning application.
- 1.5 Please note that a separate Green Belt Review Methodology has been prepared which sets out an analysis of national policy relating to Green Belt and the approach of a two staged Green Belt Review. The Methodology should be read alongside this report.

## **Chapter 2: History of the Green Belt and Local Green Belt Policy**

- 2.1 The following chapter sets out a brief overview of current and historic local Green Belt policy and guidance (see methodology for an overview of national policy and guidance). Following on from this it considers the potential conditions for exceptional circumstances required in order to alter Green Belt boundaries.

### ***History of the Green Belt***

- 2.2 The Metropolitan Green Belt, which covers part of Epping Forest District, has been a central feature of planning policy in the Home Counties since it was first formally approved in 1957. The concept of a Green Belt around London originated before the Second World War in response to the need to control the outward spread of London. Epping Forest was one of the inspirations for the Green Belt principle, beginning with the First Report of the Greater London Regional Planning Committee in 1929 and its 'green girdle' around London. The first Green Belt was defined by the London County Council in the Greater London Plan of 1944. Soon after, the Town and Country Planning Act 1947 led to the designation of a Green Belt by the councils around London.
- 2.3 The Green Belt proved to be an effective tool in limiting the extent of development. So much so that in 1955 the Government published a Circular (No 42/55) setting out the purposes of the Green Belt and encouraging other cities to follow London's example and consider establishing a Green Belt. This Circular suggested that local authorities prepare policies to ensure that new development (a) was only permitted where it would lead to a rounding off of, or infilling within, a settlement in the Green Belt, or (b) was for the purposes of agriculture, recreation, cemeteries, institutions standing in large grounds or other uses appropriate to a rural area.

### ***Local Green Belt Policy***

- 2.4 The current Epping Forest Green Belt boundaries were established in the 1980s in the Council's first three Local Plans. The 1998 Local Plan only introduced very minor changes to the Green Belt.
- 2.5 The Essex and Southend on Sea Replacement Structure Plan was adopted in April 2001 and was in place when the Council prepared its most recent Local Plan Alterations, adopted in 2006. Relevant policies within the Replacement Structure Plan include the following (which are set out in full in Appendix 3):
- Policy C1 General Extent of the Green Belt
  - Policy C2 Development within the Metropolitan Green Belt
  - Policy C3 Green Belt Boundaries around Settlements.

- 2.6 Policy C1 (General Extent of the Green Belt) sets out the purposes of the Green Belt which are essentially identical to those in the NPPF and those being used in this Review.

The current extent of the District's Green Belt designation and Green Belt policies are set out in the Adopted Local Plan maps of 1998 (The Local Plan Alterations of 2006 made no amendments to Green Belt boundaries). There are eighteen Green Belt policies in the 2006 Local Plan, the majority of which are District-wide criteria-based policies which set out the conditions under which development will or will not be permitted in the Green Belt. The exception to this is Policy GB1 which sets out the general extent of the Green Belt boundary. The Green Belt essentially covers the whole of Epping District apart from the following settlements, villages and hamlets:

- Abridge
- Buckhurst Hill
- Chigwell
- Chigwell Row
- Chipping Ongar
- Coopersale
- Dobbs Weir (north of Lower Nazeing)
- Epping
- Epping Green
- Fyfield
- Grange Hill
- High Ongar
- Loughton
- Loughton Broadway (a.k.a. Debden)
- Lower Nazeing
- Lower Sheering
- North Weald Bassett
- Roydon
- Sheering
- Stapleford Abbots
- Theydon Bois
- Thornwood Common
- Waltham Abbey

- 2.7 Policy GB18 is a site specific Green Belt policy for the Former Radio Station Site at North Weald Bassett and GB19 is also a site specific policy relating to Grange Farm Chigwell.

- 2.8 The following supporting text within Chapter 3 of the EFDC Further Alterations Local Plan (2006) is important to note as background and when considering the case for Exceptional Circumstances:

5.12a The Council attributes very great importance to the character and appearance of the Green Belt, as well as its functions. The Green Belt has been very successful in restricting the urbanisation of the countryside around London. This has been achieved through strict adherence to policy by way of:

- refusing planning permission for developments contrary to policy; and these decisions being upheld at appeal in the vast majority of cases.

5.13a In accordance with Government guidance, the Council does not look to amend the Green Belt's boundaries as a matter of course when Local Plans are prepared or reviewed. This is in order for the Green Belt to retain its permanence. Furthermore PPG2 states that boundaries should not be changed unless alterations to the Structure Plan have been approved, or other exceptional circumstances exist. The Council has therefore only countenanced making a change to the boundary under one of the following circumstances:

- there is a need to release land to meet the guidelines (for housing and/ or employment-generating uses) identified in the Structure Plan; or
- there is a significant change in circumstances (e.g. the site has been developed); or
- there is an exceptional and urgent reason for the change (e.g. the site is the most appropriate one to accommodate a necessary development).

- 2.9 The EFDC Further Alterations Local Plan (2006) commits to a comprehensive review of the District's Green Belt boundaries as part of the production of the forthcoming plan:

*"A comprehensive review of the Green Belt boundaries in the District will be undertaken in the context of the production of the Local Development Framework. Such a review would look to address when and where the long term development needs of the District should be met and safeguard land accordingly." (Paragraph 5.14a)"*

### **Green Belt in Neighbouring Authorities**

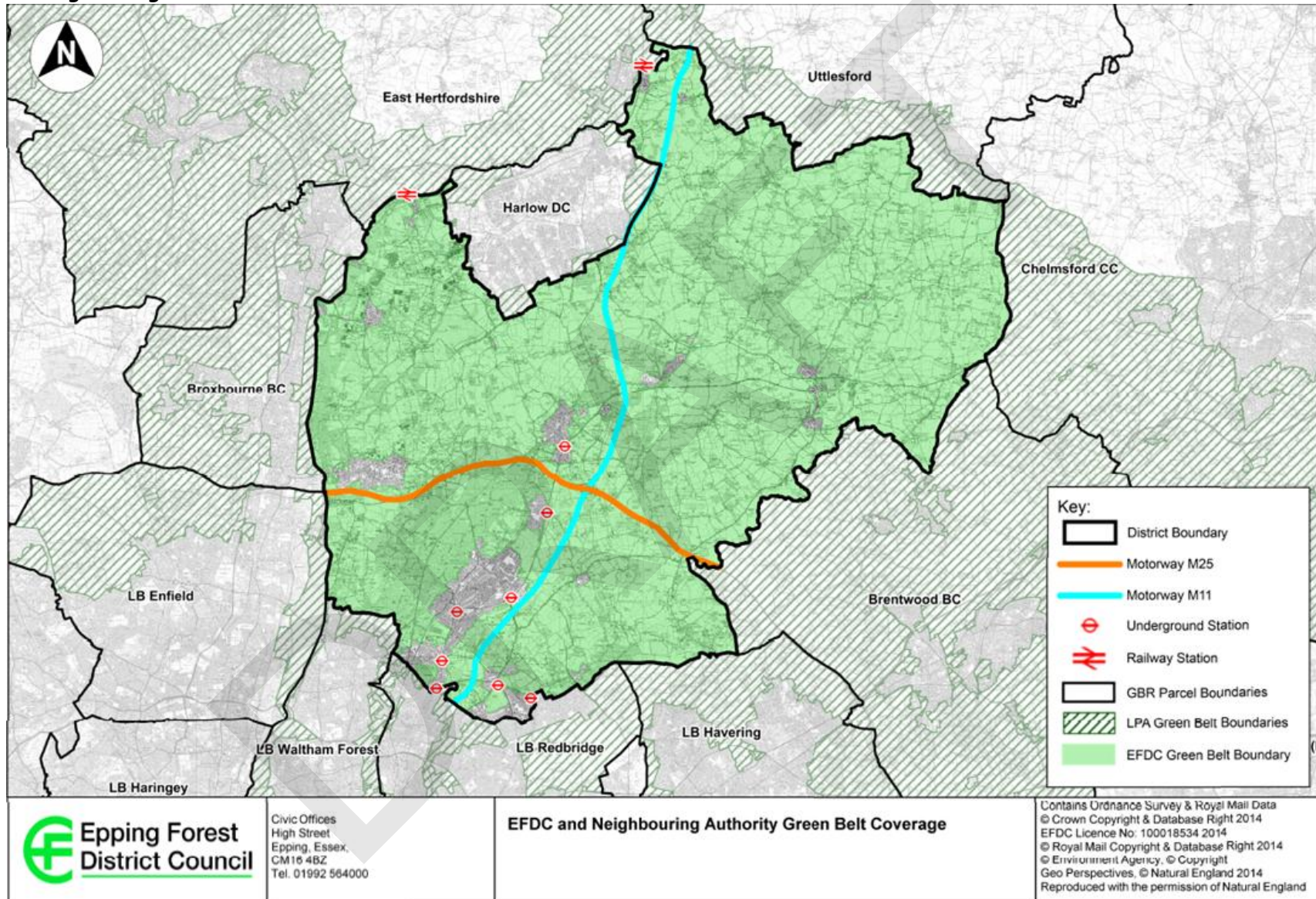
- 2.10 Given the strategic role of the Metropolitan Green Belt and EFDC's identification of Green Belt being a strategic cross-boundary issue, it is important that this Review consider the Green Belt of neighbouring authorities particularly where the Green Belt serves national purposes across administrative boundaries.
- 2.11 The map (Figure 1) illustrates the Green Belt within Epping Forest District and its neighbouring authorities at the time of this report. Figure 2 provides an overview of the Local Planning Authorities' (LPAs') respective approaches to Green Belt and stage of Green Belt Review where appropriate. This information has been provided

by the respective authorities at the request of EFDC. EFDC has also requested any planned development on or near the boundary of Epping Forest District that the Council should be taking account of when preparing this Review. These developments are set out below.

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**Figure 1: Neighboring Local Authorities & Green Belt**



**Figure 2: Cross-Boundary Green Belt Considerations**

Authority	Green Belt Review	Planned Development Sites
Brentwood BC	89% of Borough is Green Belt. Has undertaken evidence to assess sites within Green Belt that have been identified through the plan-making process. Initially undertaken to assess the sites' contributions to the purposes of the Green Belt. As part of the plan review the Council is now considering the potential to extend this piece of evidence into a full Green Belt Review.	Preferred Options paper towards end of 2015 will specify sites. Any housing provision over 2,500 homes within Brentwood Borough will need to consider the use of Green Belt
Broxbourne BC	All of the land outside the urban area is Green Belt or 3,300 hectares. Green Belt land to the east of the Borough, close to EFDC, is within the LVRP. Will be preparing a review of its Green Belt which will consist of appraising broad areas of the Borough in relation to the five purposes. This, alongside a wider planning appraisal, will result in specific areas which are capable of	Will have to look to the Green Belt for over half of its development needs. These are yet to be confirmed.
Chelmsford CC	37.57% of administrative area is Green Belt. Preparing its evidence base for next Local Plan which is scheduled for Issues and Options public consultation in Autumn 2015. Not planning a Green Belt Review. Whether this changes will be informed by the results of SHLAA and pending OAHN report	There are no allocated sites for development within the City Council's LDF that adjoin Epping Forest District Council (which has a plan period 2001-2021)
East Herts DC	In the process of undertaking a Green Belt Review currently at draft stage. Planning to publish a final draft at next stage of the District Plan – potentially summer 2015.	As per 2014 Draft District Plan
LB Enfield	Starting work on Local Plan Review, early evidence base work is ongoing and other evidence will be commissioned. Consultation anticipated in summer 2015.	North East Enfield Area Action Plan and its content. This is the portion of the borough in closest proximity to Epping Forest.

Authority	Green Belt Review	Planned Development Sites
Harlow DC	<p>Harlow is undertaking a three stage Green Belt Review. The methodology was shared with adjoining authorities in 2014. Stages 1 and 2 are now complete – the results have been presented to Councilors at the Local Development Plan Panel and will be discussed with adjoining authorities during Stage 3.</p> <p>Stage 1: assesses broad areas of Harlow Green Belt against the main Green Belt purposes defined in the NPPF.</p> <p>Stage 2: further assesses areas which did not score well in Stage 1, breaking them down into sub-areas and assessing their function as Green Belt.</p> <p>Stage 3: will consider the out- put of the assessments with those being undertaken in adjoining authorities, to ensure consistency of approach and to confirm exact Green Belt boundaries.</p>	<p>There are no allocations in the adopted plan which abut or are adjacent to the border with EFDC, although land north and south of Gilden Way is identified as a Special Restraint Area.</p> <p>A number of sites which abut or are adjacent to the border with Epping have been identified as developable in the HDC SHLAA.</p>
LB Havering	<p>Havering is in the early stages of preparing a new Local Plan with the first round of consultation on issues and priorities in February 2015. As part of this work will be undertaking a review of the Green Belt but no dates set for the review yet.</p>	<p>The Key development sites / areas in Havering at present will be London Riverside and Romford town centre.</p>

Authority	Green Belt Review	Planned Development Sites
LB Redbridge	<p>Redbridge's current Green Belt being applied is from the LDF adopted in 2008.</p> <p>The Proposed Green Belt layer supplied shows the proposed Green Belt boundary recommended through a Green Belt Review completed in 2010. The necessary policy changes are currently going through the draft Redbridge Local Plan 2015- 2030 process which is at Preferred Options Stage so the proposed changes have not been examined and are not in place yet.</p>	TBC – reply still awaited
Uttlesford District Council	<p>The Green Belt in Uttlesford runs along the south western boundary of Uttlesford. It comprises the very extremity of the Metropolitan Green Belt being the most northerly area of Green Belt in Essex.</p> <p>Uttlesford DC will be carrying out an initial review of whether to carry out a GB Review during the second half of 2015.</p>	Sites have been put forward as part of previous rounds.
LB Waltham Forest	<p>Recently commissioned consultants (LUC) to undertake a review of its Green Belt and Metropolitan Open Land and are in the process of agreeing the Method Statement which Subject to agreement of the Method Statement, consultants will then undertake the review and detailed assessments with the view to completing the study (and recommendations) by the beginning of April 2015.</p>	TBC - reply still awaited

### Chapter 3: Exceptional Circumstances

- 3.1 As set out in the Methodology, once established, Green Belt boundaries should only be altered in 'exceptional circumstances'. The Green Belt Review will not on its own determine whether there are 'exceptional circumstances' to justify alterations to the Green Belt however it will provide evidence that will help support such a decision as the alteration of the Green Belt boundary is a policy decision.
- 3.2 The NPPF does not define 'exceptional circumstances' however recent court judgements provide more clarity as to what constitutes 'exceptional circumstances'. In the High Court case of *Gallagher Homes Limited v Solihull MBC*<sup>1</sup> the Judge concluded that in order for exceptional circumstances to exist, "...something must have occurred subsequent to the definition of the Green Belt boundary that justifies a change".
- 3.3 As explained earlier in this report, the current Green Belt boundaries were established in the 1980s in the Council's first three Local Plans with the 1998 Local Plan only introducing very minor changes. The 2006 Alterations Plan did not make changes to the Green Belt however did commit the Council to a comprehensive review of the Green Belt to take place when preparing the Local Development Framework. It is clear that since 2006 the Council has considered that it would be necessary to undertake a comprehensive review of the boundaries of the Green Belt as part of the plan-making process to ensure that the long-term development needs within the District are met.
- 3.4 Since the 2006 Alterations Plan, the population forecasts for the District have increased demonstrating a requirement for more development than was previously forecast. Although no decisions have been taken yet on the District's Objectively Assessed Need (OAN) or a new housing requirement for the emerging Local Plan, current evidence indicates that the need for development may outstrip the supply outside the Green Belt.
- 3.5 The emerging findings of the Strategic Housing Market Assessment (SHMA) indicate that the Objectively Assessed Housing Need (OAHN) for EFDC is in considerable excess of the estimated yield of 'suitable' sites identified in the Strategic Land Availability Assessment (SLAA) within the existing envelope of planning policy.

#### ***Viable Alternatives to Meet Objectively Assessed Development Needs***

- 3.6 Notwithstanding compliance with the Council's Duty to Co-operate and ongoing engagement with neighbouring authorities, at the time of preparing this report, the Council is unaware of any viable alternatives to meet its objectively assessed development needs outside of the District.

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<sup>1</sup> *Gallagher Homes Ltd v Solihull MBC* [2014] EWHC 1283 (Admin)

## Chapter 4: Current Status of the Green Belt within the District

### *Green Belt Parcels*

4.1 For the purpose of this assessment the District's Green Belt has been divided into parcels of land. The parcel boundaries generally follow well-defined physical features and the outer boundary of the study area is the District boundary. Settlements are not included within the parcel boundaries unless they are designated as Green Belt in the adopted Local Plan (generally only the smaller villages/hamlets are washed over with Green Belt). The parcel boundaries have been developed using a combination of the parcels from the EFDC Landscape Character Assessment (2010) (see Figure 4) and the following criteria:

- Boundaries should be aligned to natural or physical features where possible e.g. water courses, prominent hedgerows, roads, railway lines;
- Boundaries should not split woodland or main areas of trees or existing settlements, existing housing or urban development.

4.2 Overall, 73 parcels of land were initially identified through the initial desk-based review. The boundaries of a number of parcels were refined and merged to better reflect conditions on the ground bringing the total number of parcels to 61 (see Figure 5). It should be noted that the parcels and respective appraisals were assigned District Site References numbers from DSR001 – DSR073 however there are not 73 parcels which is a result of refining and merging of the parcels as explained above.

4.3 In some cases the outer boundary of the strategic parcel adjoins neighbouring local authority areas. Potential cross-boundary considerations have been identified in the Stage 1 Review and it is intended that any cross-boundary considerations will be explored in more detail in the Stage 2 Review.

### *Appraisal of Green Belt Parcels*

4.4 The criteria /questions used to appraise the Green Belt parcels are set out along with the Glossary of Terminology in the accompanying methodology. The criteria /question numbers correspond with the answers provided in the appraisals. The scoring method from the Green Belt Review Methodology is provided in the following table.

**Figure 3 – Parcel Scoring Method**

Score	
0	No Contribution
1	Weak
2	Relatively Weak
3	Moderate
4	Relatively Strong
5	Strong

- 4.5 Physical surveys of the parcels were undertaken from June – November 2014 and desktop materials utilised throughout the preparation of the appraisals including online mapping and EFDC's GIS system.
- 4.6 The appraisals for the 61 strategic land parcels are set out in Appendix 6.

**Figure 4: EFDC Landscape Character Assessment (2010)**

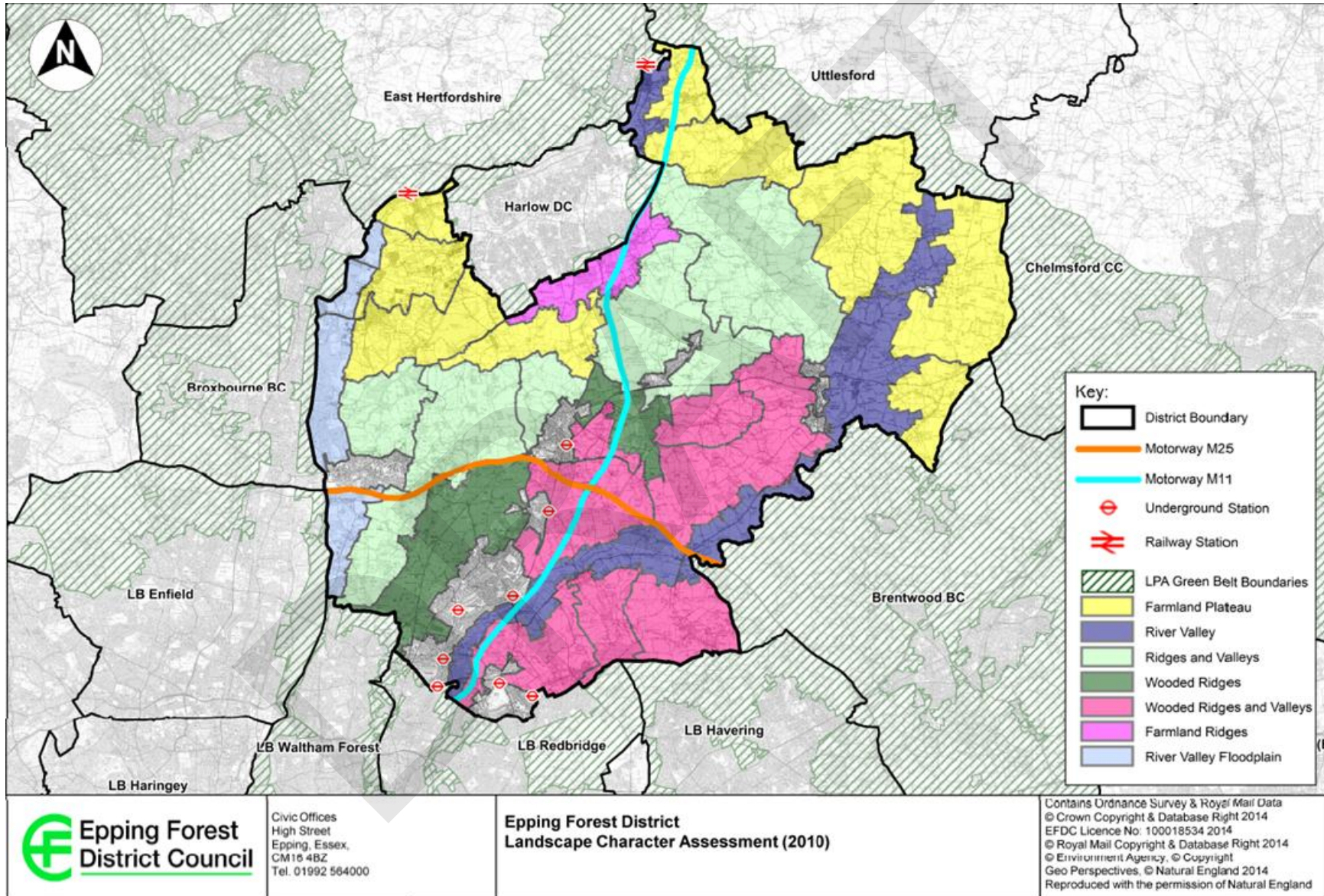
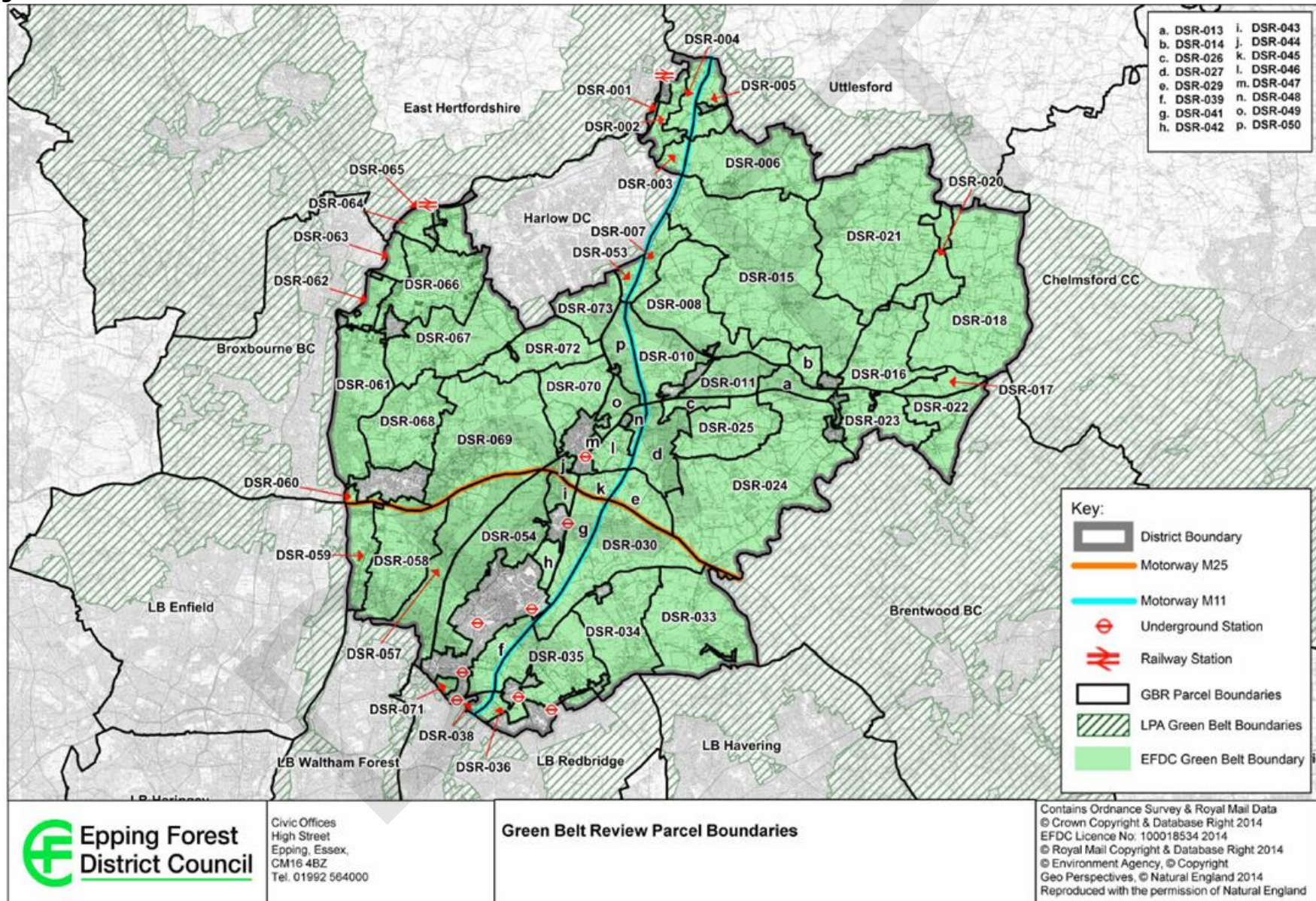




Figure 5: Green Belt Parcels



## Chapter 5: District-Wide Analysis of Appraisal Results

- 5.1 The following analysis of the appraisals focuses largely on each parcel's performance against each of the purposes of the Green Belt followed by an analysis of the aggregated score against the purposes. Appendix 5 provides a table of the parcel scores against each purpose and aggregates the appraisal scores against all four purposes for each parcel.

### ***Purpose 1: To check the unrestricted sprawl of large built-up areas***

- 5.2 Large built-up areas are, for the purpose of this Review, considered to be London, Harlow, Cheshunt and Hoddesdon. There are areas of the District that are contiguous with Greater London (including, Buckhurst Hill, Chigwell and to a lesser extent Loughton / Debden) however the Settlement Hierarchy Technical Paper classifies the District's settlements as settlements in their own right and uses Green Belt boundaries as settlement boundaries. In addition, Epping Forest District is not technically part of Greater London. Therefore, the Review assesses the Green Belt on this basis.

#### *Harlow*

- 5.3 Perhaps the strongest strategic network of parcels (**DSR064, 066, 067, 072, 073, 053, 007, 003 and 002**) preventing sprawl are those bordering Harlow to the west, south and east. The Green Belt designation on the boundary of Harlow is critical as in many instances there is little else to protect the sprawl of Harlow. There is little built development on these parcels (with parcel DSR053 being the exception) which provides evidence of the Green Belt's effectiveness around Harlow. These parcels are supported by a 'secondary' network of parcels preventing the sprawl of Harlow particularly east of the M11 and southeast of Harlow. The ridgeline to the south of Harlow does act as a strong defensible boundary against development sprawling further south of the ridgeline.

#### *London*

- 5.4 There is a strong network of parcels preventing the sprawl of London (Ilford, Woodford and Romford and their associated suburbs) at the southern District boundary (**DSR039, 038, 036, 035, 034 and 033**).
- 5.5 **DSR038** and **DSR039** are contained by the M11 to the east however these parcels act to help prevent the sprawl of Woodford Green. The River Roding, its flood plain and associated playing fields appear to have restricted the eastward growth of Woodford Green to date with the river forming an important feature in preventing sprawl.

- 5.6 East of the M11, Parcels **DSR033, 034, 035 and 036** act as a strategic barrier to sprawl. **DSR033:** The parcel is adjacent to LB Havering with the southern boundary of the parcel near the northern areas of Romford. There is evidence of ribbon development at Havering-atte-Bower and Stapleford Abbots along North Road. **DSR034:** The built development of Hainault abuts the south west boundary of the parcel with development from Chigwell Row and Hainault nearly adjoining one another. The majority of the east and west boundaries of the parcel have relatively few discernible boundaries capable of containing development. The southern boundary of the parcel is relatively well-defined being formed by Hainault Forest Country Park SSSI., with relatively few discernible boundaries capable of containing development. **DSR035:** The parcel abuts the built development of Hainault. West of Grange Hill tube station a strong defensible boundary is formed by the Central Line including to the west of Chigwell unit it meets the M11. The B173 east of Grange Hill creates a boundary however, apart from a row of trees and hedges to the north of this road, there is limited defence. **DSR036:** Chigwell Golf Club and undeveloped land to the west of the A113 create two areas of undeveloped gap between Chigwell in the north and Grange Hill and Woodford Bridge in the south. Although the M11 is a strong western boundary and parts of the northern boundary created by the Central Line; the other boundaries are weak as they are formed by residential gardens.
- 5.7 At the southwest part of the District, parcel **DSR059** forms a strong barrier to the sprawl of London particularly at the northern section of the parcel where despite the River Lea and Gunpowder Park, there is evidence of these not preventing sprawl such as the development at Meridian Way. **DSR057** and **DSR058** form part of a strategic network preventing sprawl from London however only at the very southern end of the parcels which adjoin London. However Yardley Wood (southwest corner of DSR058) and the woodland to the east within adjoining parcel DSR-057) in places provides a strong natural southern barrier preventing the northern sprawl of London.

#### Cheshunt & Hoddesdon

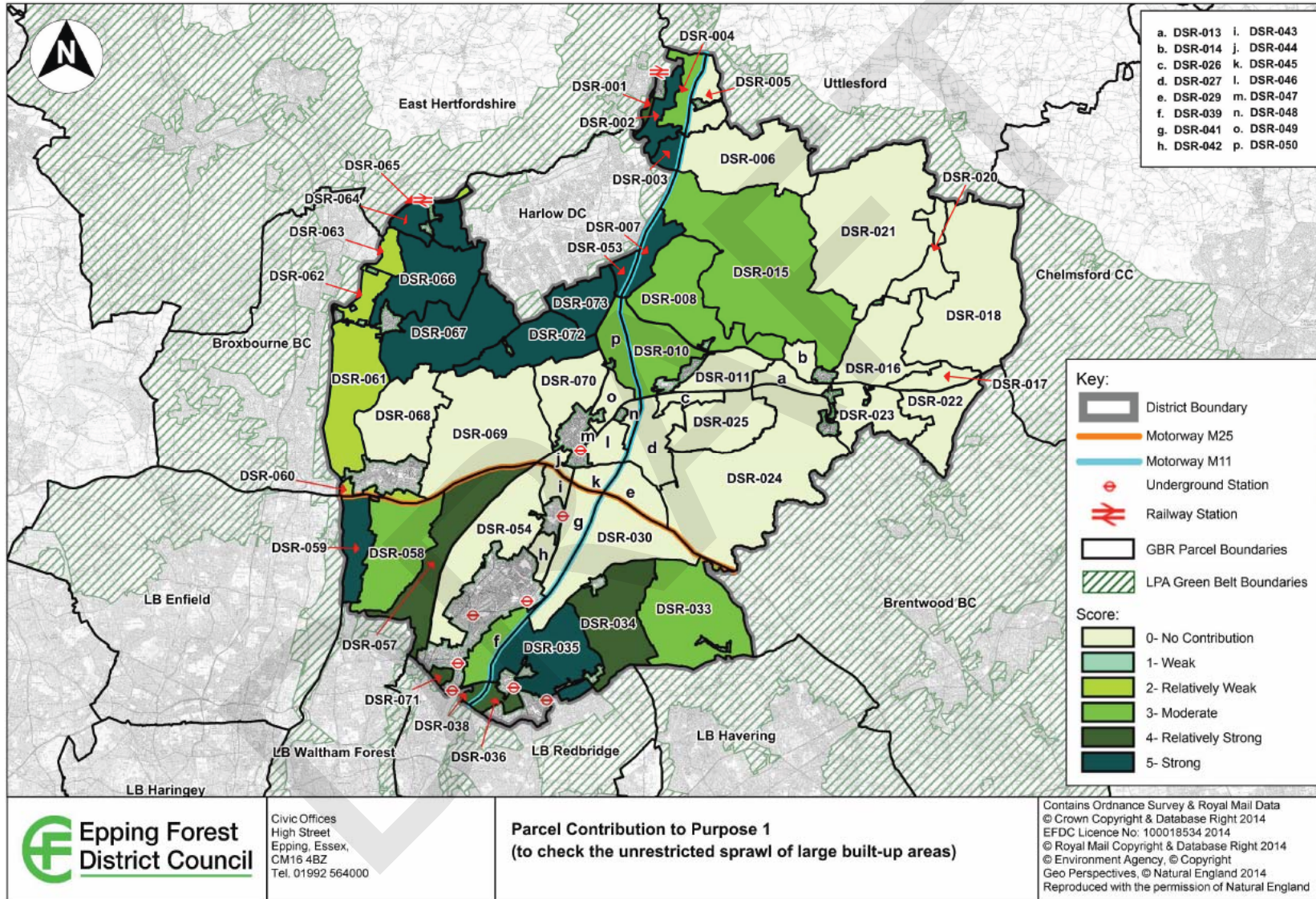
- 5.8 Although parcels **DSR60, 061, 062, 063 and 064** are adjoined, they do not necessarily act as a network preventing the sprawl of Cheshunt and Hoddesdon from the west.
- 5.9 Parcel DSR060 is the last remaining undeveloped parcel of land to the west of Waltham Abbey (The Town Mead); however the parcel contains a number of defensible boundaries which act against sprawl from Cheshunt to the west including the A121, the Old River Lea and the Lee River Navigation. Also there is a Network of Electric Pylons running north to south parallel to the water course. Therefore, it appears that the Green Belt is only contributing moderately to the protection against sprawl with the defensible boundaries acting as a strong

deterrent.

- 5.10 Parcel **DSR061** includes the Lee Valley Regional Park, the River Lea, its tributaries and numerous water bodies and the railway line which form a very strong boundary to prevent potential sprawl from the west. It appears that the Green Belt is only contributing moderately to the protection against sprawl with the defensible boundaries acting as a strong deterrent.

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Figure 6: Purpose 1 Map (To check the unrestricted sprawl of large built-up areas)



- 5.12 In relation to potential sprawl from Hoddesdon to the west, Parcel **DSR062** also benefits from strong defensible boundaries at the western boundary in the form of the canal and railway line which form the majority of its western boundary along with the extensive water bodies (filled gravel pits) which dominate the parcel. Therefore it appears that the Green Belt is only contributing moderately to the protection against sprawl with the defensible boundaries acting as a strong deterrent.
- 5.13 Parcel **DSR063** also benefits from a strong boundary to prevent sprawl of Hoddesdon created by the River Lea and Glen Faba (a 120 acre gravel pit which is now a lake and maze of gravel bars, islands, points and bays) and a number of water features situated within the Lee Valley Regional Park to the west. Development has crossed this boundary at Dobbs Weir however the majority of the site is a body of water and it appears to be only making a relatively weak contribution to the first purpose of the Green Belt.
- 5.14 The reason for Parcel **DSR064** obtaining a strong score against the first purpose is its contribution towards preventing the sprawl of Harlow. It also makes some contribution to the prevention of Hoddesdon's sprawl however it benefits strongly from the River Stort, Marina and railway line, all acting as strong defensible boundaries to the sprawl of Hoddesdon.
- 5.15 Figure 7 (Distances between towns table) sets out the shortest distances between towns in the study area. The measurement used to determine this distance is illustrated in Figure 8. Figure 8 also illustrates distances between settlements in the study area (and large built up areas outside the study area) which are not classified as towns for information purposes only; distances between settlements not classified as towns were not considered as part of the appraisal of parcels.

**Purpose 2: To prevent neighbouring towns merging into one another**

- 5.16 The Review considers towns to be Epping, Waltham Abbey, Loughton / Debden, Chigwell, Buckhurst Hill, Chipping Ongar, North Weald Bassett, Theydon Bois, Roydon and Lower Nazeing. This is based on the Epping Forest District Settlement Hierarchy Technical Paper’s classification of these settlements as ‘towns’ and ‘large villages’. The exception to this is Lower Nazeing, which is a ‘small village’ but is included at this stage given the close proximity to Broxbourne. This is explained in the Green Belt Review Methodology.
- 5.17 Thirteen gaps have been identified with six being over 3 km and seven of the gaps being under 3 km. The shortest gaps are located in the south of the District with the smallest (0.64 km) being Buckhurst Hill – Loughton / Debden where the gap only consists of the open area surrounding the residential development at Fallow Fields. The gap between Theydon Bois – Loughton / Debden is also very short at 0.69. To the north of Theydon Bois is the gap with Epping which is only 1.13 km.

**Figure 7: Distance between Towns Table**

TOWN	TOWN	DISTANCE (km)
Waltham Abbey	Buckhurst Hill	5.41
Chipping Ongar (Southern)	North Weald Bassett	4.88
Epping	Waltham Abbey	4.52
Chipping Ongar (Mid)	North Weald Bassett	4.34
Lower Nazeing	Waltham Abbey	4.12
Theydon Bois	Waltham Abbey	4.00
Loughton/Debden	Waltham Abbey	3.68
Chipping Ongar (Northern)	North Weald Bassett	3.61
Lower Nazeing	Roydon	2.77
Epping	North Weald Bassett	1.94
Chigwell	Loughton/ Debden	1.56
Buckhurst Hill	Chigwell	1.18
Epping	Theydon Bois	1.13
Theydon Bois	Loughton/Debden	.69
Buckhurst Hill	Loughton/Debden	.64

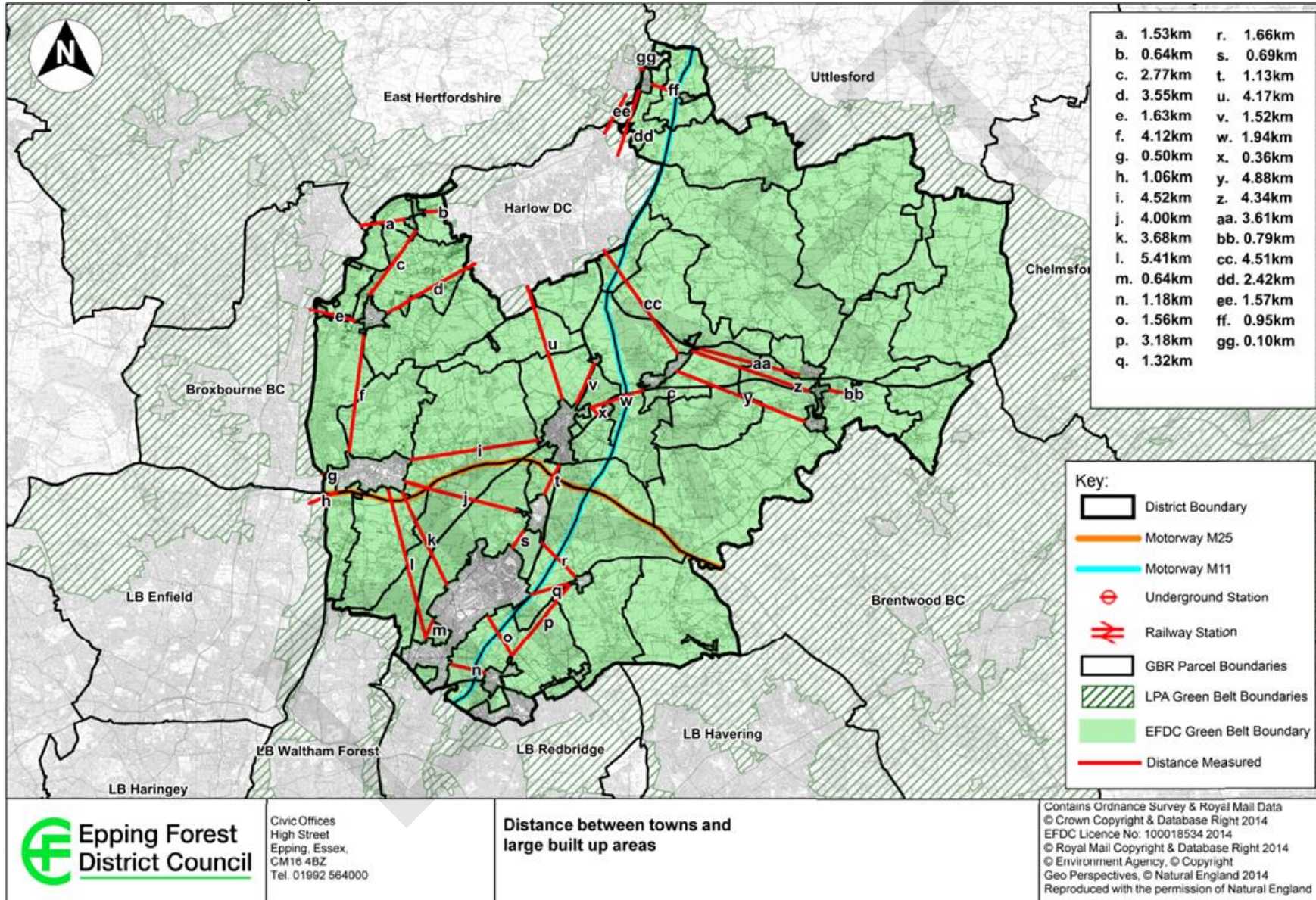
- 5.18 Only three parcels are appraised as having a ‘relatively strong’ or strong’ contribution towards this purpose which are **DSR039, 042, 043 and 054**. These parcels relate to the important gaps in the south of the District namely Loughton / Debden, Theydon Bois, and Buckhurst Hill. These parcels and adjoining parcels also serve as part of the Chigwell – Loughton / Debden /Buckhurst Hill. However, the presence of the Central Underground line, the M11 and M25 serve as strong defensible boundaries helping prevent the merger of the three towns and Chigwell

to the east and Epping to the north. In terms of the gap between the three towns and Waltham Abbey, the gap distance is considerable and Epping Forest is situated within this gap which acts as a very strong deterrent to the coalescence of these towns with Waltham Abbey.

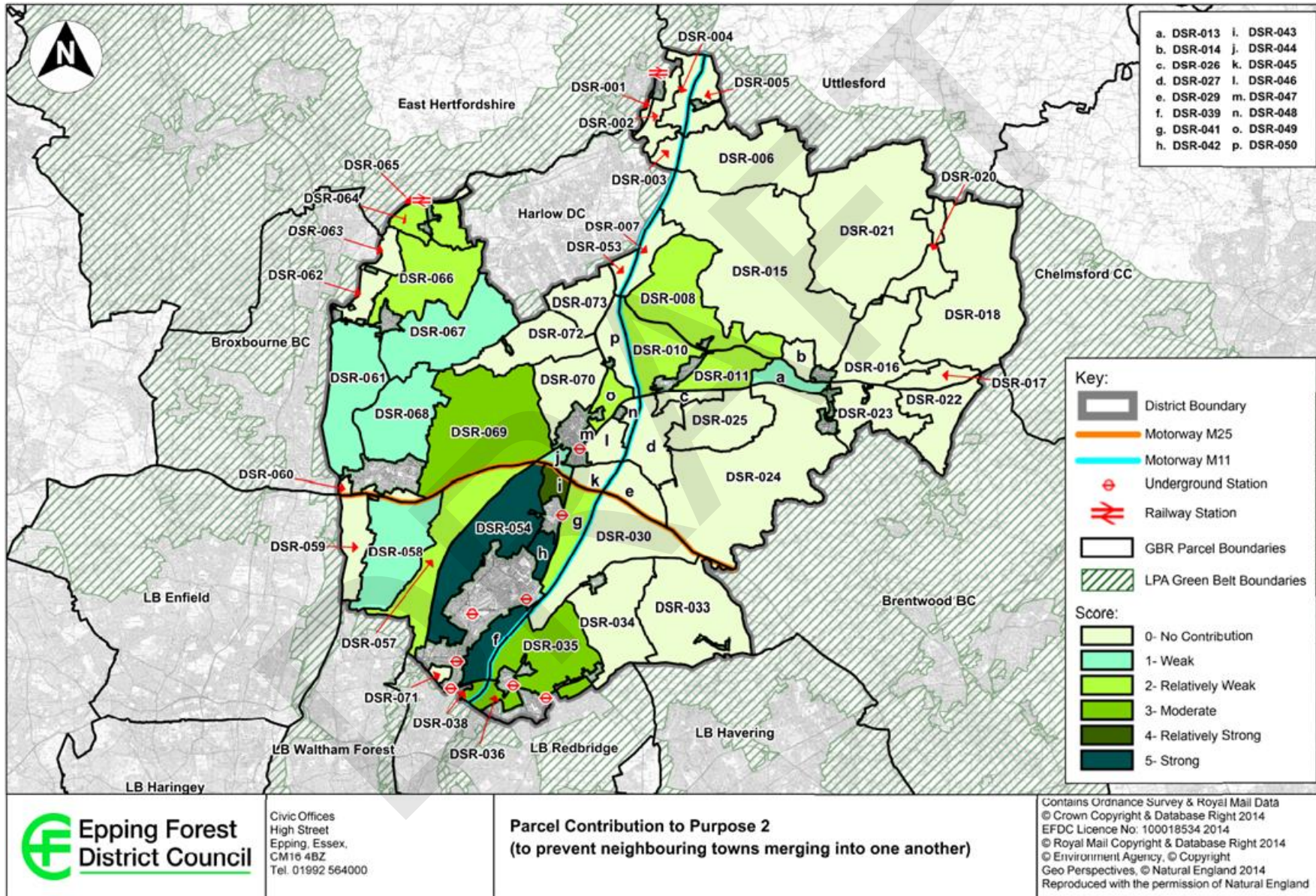
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Figure 8: Distance between towns map



**Figure 9: Purpose 2 Map (To prevent neighbouring towns merging into one another)**



- 5.19 Parcel **DSR039** forms part of gap between Buckhurst Hill and Chigwell (1.2km gap distance) and between Loughton/Debden and Chigwell (1.6km gap distance) and also performs a role in preventing a further merger of Loughton / Debden and Buckhurst Hill. There are strong eastern and southern boundaries formed by the M11 and the London underground railway track which are both as well as the River Roding running north / south through the middle of the parcel forming a strong boundary. However the majority of the boundaries within the parcel are weak boundaries comprised of residential gardens and fields. A reduction in the gap is likely to compromise the visual perception of the gap between Loughton/Debden and Chigwell and Buckhurst Hill and Chigwell; similarly the physical and visual perception of separation between Buckhurst Hill and Loughton / Debden would be further compromised.
- 5.20 Parcel **DSR042** is considered to be critical in preventing Loughton / Debden and Theydon Bois from merging. The gap distance is a mere 0.7km at its shortest length; the boundaries to north of Loughton / Debden and to the south of Theydon Bois are formed predominantly by the rear gardens of properties. The strength of the southern boundary is enhanced to some extent by a small watercourse and some mature trees however, a reduction in the gap here could lead to physical and visual coalescence.
- 5.21 Parcel DSR043 forms part of the 1.13 km gap which separates Theydon Bois and Epping. The M25 provides a very strong physical boundary to the north and restricts the potential merger of the settlements and to a lesser extent the woodland. of the parcel however there is evidence of ribbon development between the two settlements. Given the degree of visual separation provided by the M25 and woodland to the north of the parcel, some reduction of the gap is unlikely to have significant impact on the visual separation of the two settlements. For instance the 'triangular' area east of Dukes Avenue and west of the railway line (but south of the visually significant slope) performs very poorly against this purpose.
- 5.22 Parcel DSR054 forms part of the gap between the Waltham Abbey and Theydon Bois and Waltham Abbey and Loughton / Debden. Epping Forest is situated between Waltham Abbey and the other settlements so the parcel does not contribute to this purpose. However, the parcel does play a critical role in the prevention of Loughton / Debden and Theydon Bois merging and further merger of Buckhurst Hill and Loughton / Debden. The parcel also forms part of the gap between Theydon Bois and Epping.

#### Gaps North of the M25

- 5.23 The gaps north of the M25 consist of Waltham Abbey – Lower Nazeing (4.2 km), Chipping Ongar – North Weald Bassett (3.6 km), Roydon – Lower Nazeing (2.78 km), Epping – North Weald Bassett (1.9 km). Of these gaps Epping – North Weald Bassett is the shortest gap at 1.9 km however there are a number of strong boundaries between these settlements including the M11, Epping Ongar Railway and Epping

Forest. The other gaps between settlements north of the M25 are of such considerable distance between one another the parcels score poorly against this purpose.

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***Purpose 3: To assist in safeguarding the countryside from encroachment***

5.24 The three criteria considered in the appraisal of the parcels were:

- Does the Green Belt designation in this land parcel protect countryside that is in use for agriculture, forestry, outdoor sport and recreation, cemeteries and local transport infrastructure? (uses that constitute appropriate development based on NPPF paragraph 89, bullets 1 and 2, and paragraph 90, bullet 3).
- Having regard to the topography of land and location relative to existing development, does the Green Belt designation in this land parcel prevent encroachment, or in some other way assist in safeguarding the countryside from encroachment?
- Has there already been any significant encroachment by built development or other urbanising elements?

5.25 Figure 12 shows the contribution the parcels make in assisting in safeguarding the countryside from encroachment. This purpose scored the strongest across the District by a considerable margin with 53 parcels making a relatively strong or strong contribution to this Green Belt purpose. The vast majority of the Green Belt land in the parcels is considered to protect the countryside for uses which constitute appropriate development in the Green Belt as defined in the NPPF which reflects the strong countryside characteristics of the District.

5.26 In terms of the topography of land location relative to existing development, the appraisals relied heavily on the Settlement Edge Landscape Sensitivity Study (SELSS) (January 2010) to help identify 'visually significant slopes' near settlements throughout the District. Where such slopes were identified and were considered to help safeguard the countryside from encroachment, the Green Belt was considered less effective in fulfilling its purpose. However, where this was the case, the visually significant slopes did not cover the entire parcel so the Green Belt was still considered to make some contribution towards meeting this criterion. Although the SELSS includes some Green Belt assessment work, this was not the main purpose of the study and it was undertaken prior to the publication of the NPPF. The findings of the study in relation to Green Belt were not taken forward by the Council and have not been taken account of as part of this Green Belt Review.

5.27 The following areas are considered to have topography which may prevent encroachment, however these will need more detailed consideration in Stage 2 of the Green Belt Review:

- **DSR005:** Topography at the south of Sheering.
- **DSR015:** Topography at the northern edge of Chipping Ongar.
- **DSR036:** Strong slope at the urban edges of Chigwell to the north;

Hainault and Grange Hill to the south.

- **DSR041:** The land that abuts Theydon Bois, to the east, encompasses a strongly undulating topography. However there are some areas of level land at the urban edge of the Theydon Bois, along the railway line, to the east.
- **DSR042:** The parcel abuts Theydon Bois, to the north and Loughton, to the south, the land mostly encompasses a strongly undulating topography, which creates ridges and slopes.
- **DSR043:** The parcel mostly encompasses a strongly undulating topography, which creates ridges and slopes preventing encroachment to the north of Theydon Bois.
- **DSR048:** The topography east of Coopersale village, may help prevent encroachment.
- **DSR049:** The slope to the north of Epping is some distance from the existing development of the town and the character of land near Epping is open. The high proportion of tree coverage to the north east of the parcel does help prevent encroachment.
- **DSR050:** There is a visually significant slope to the east of Thornwood which may prevent encroachment.
- **DSR054:** There are visually significant slopes in relation to existing development in the following locations which may be helping prevent encroachment: Theydon Bois – north, northwest and south of the settlement. Loughton Debden – west and southwest. Buckhurst Hill – north (south of the housing estate in the gap between Buckhurst Hill and Loughton / Debden) and north- west of Buckhurst Hill.
- **DSR064:** To the west and southeast of Roydon the topography is considered to be visually significant and may prevent encroachment.
- **DSR066:** Northeast of Lower Nazeing. The site has an undulating topography with a number of visually significant slopes (most notable to the northeast of Lower Nazeing, Clays Hill, Totwell Hill and Betts Lane) affording long views across undeveloped agricultural land and large nurseries.
- **DSR067:** Visually significant slopes, at the urban edge of Lower Nazeing, to the south. The ridge line in the east of the parcel is some distance from Harlow which therefore would not necessarily prevent encroachment from Harlow.

5.28 In order to estimate the level of encroachment that has already occurred in the Green Belt parcel a desk-based analysis was undertaken using satellite and Ordnance Survey mapping. Anything considered as inappropriate development in the Green Belt was considered countryside encroachment, so agriculture, forestry, nurseries, outdoor leisure/sport, transport infrastructure, gravel mining, cemeteries etc. were not considered to be encroachment.

5.29 The Green Belt policy boundaries were unaltered between 1986 and 2015 and it is

this time period (1986-2015) that was used to determine in the Green Belt parcel analysis. The current level of encroachment into the countryside (summarised in Figure 10 below) is approximately 98.32 hectares (0.31% of the Green Belt).

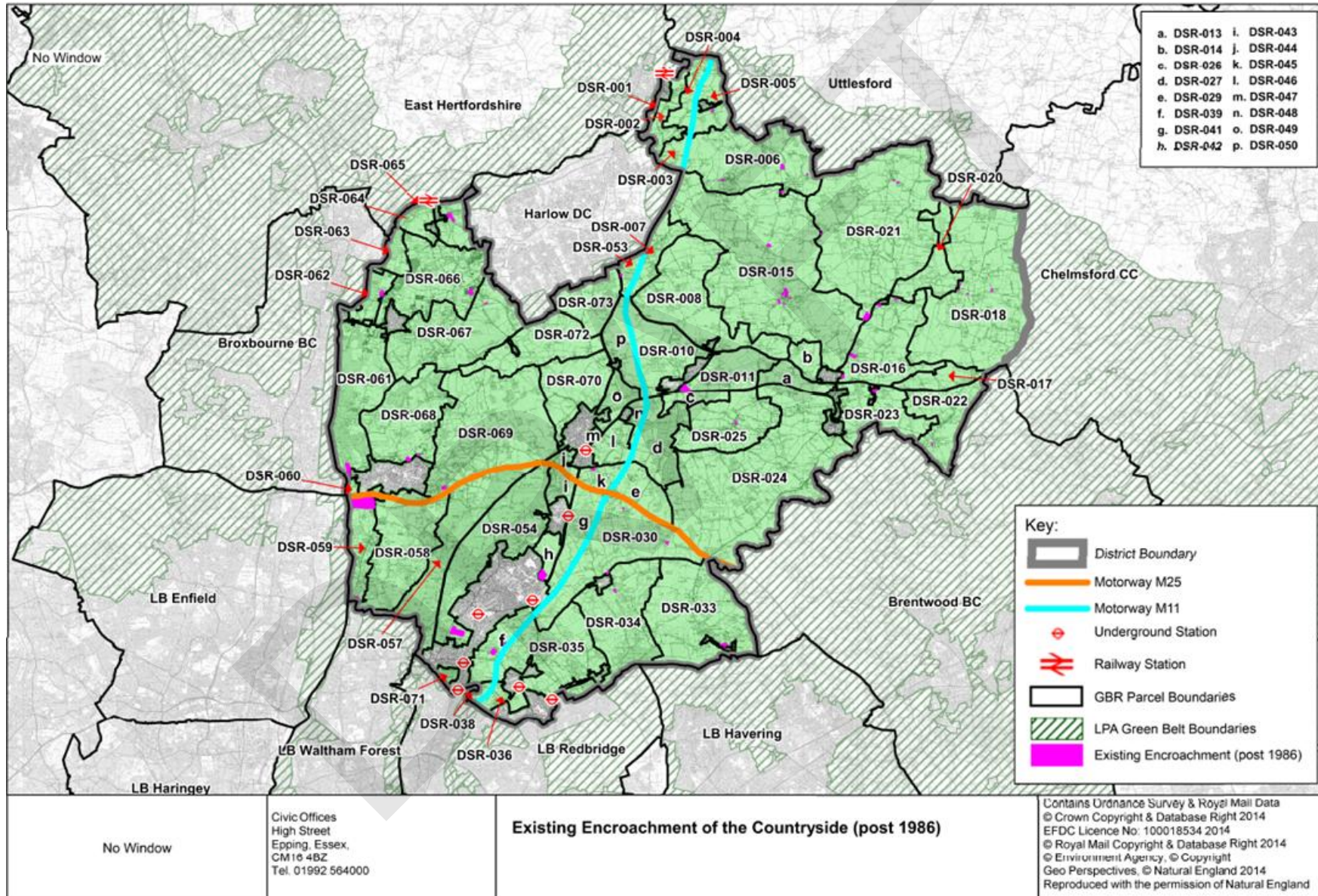
**Figure 10: Summary of Countryside Encroachment 1986 – 2015**

1986 Green Belt	<b>31,540 Ha</b>
1986 - 2015 Encroachment	<b>96.32 Ha</b>
% Encroached 1986 -2015	<b>0.31%</b>

5.30 The majority of the parcels have been encroached by less than 1.5% and less than 5 hectares since 1986 with thirty-two parcels being assessed as having no encroachment (0%), demonstrating that the Green Belt has been very effective in the protection of the countryside for the past twenty-nine years. The exceptions to this are the following parcels.

- **DSR011 (East of North Weald Bassett):** The parcel has been encroached by approximately 1.49% (5.12 hectares) of built development or other urbanising elements, at the southwest boundary where the Tempest Mead residential area has been developed. This should be considered for release with the precise boundaries considered in the Stage 2 Review.
- **DSR054 (Epping Forest – East of Epping New Road):** The parcel has been encroached by approx. 1.03% (9.61 hectares) of built development in the form of the housing estate between Buckhurst Hill and Loughton / Debden.
- **DSR059 (Sewardstone):** The parcel has been encroached by approx. 10.85% (35.47 hectares) a Meridian Way at the northern end of the parcel and at Gillwell Hill at the southern end of the parcel.

**Figure 11: Countryside Encroachment – Indicative Areas (1986 – 2015)**

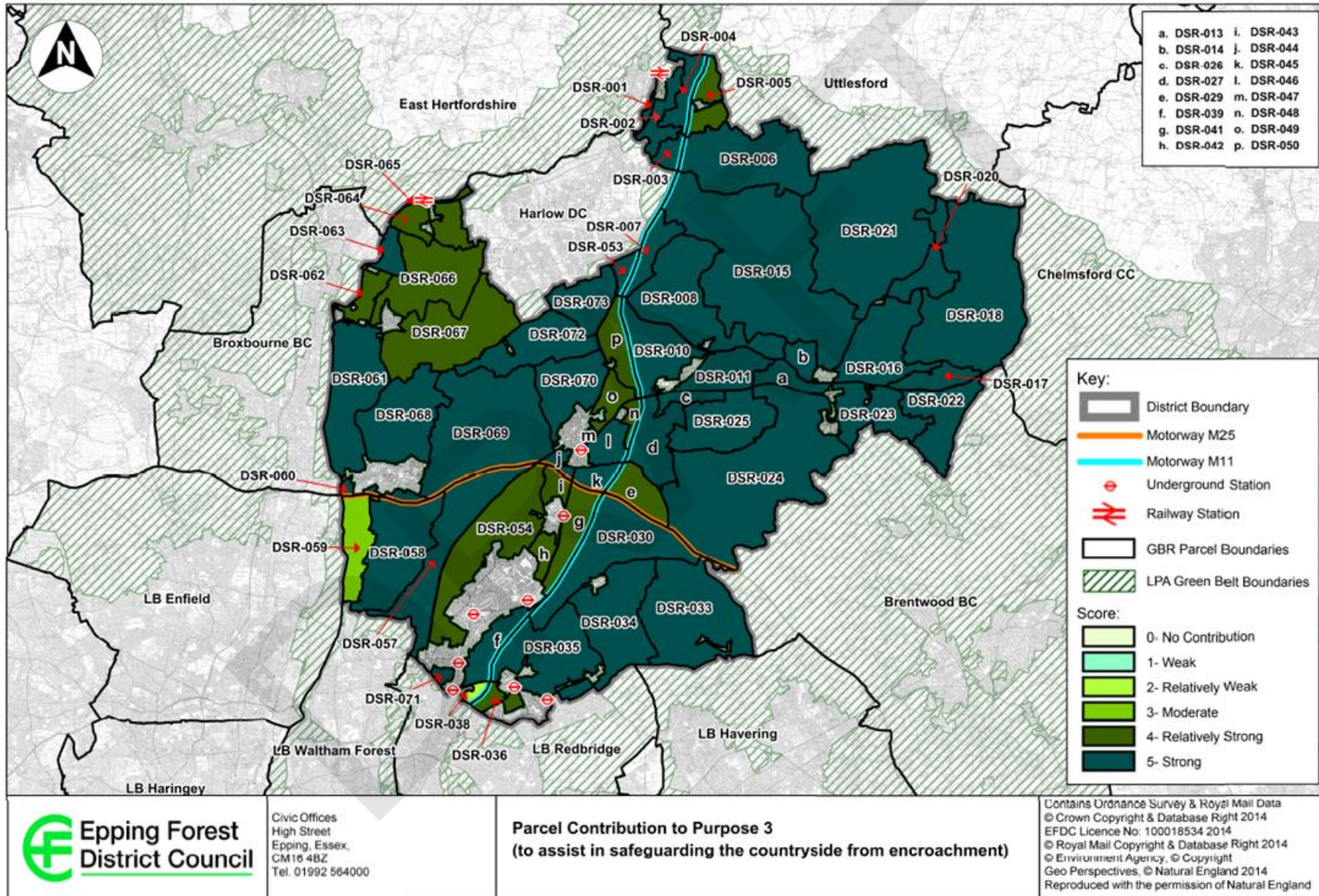




5.31 Figure 12 below illustrates the overall scoring for the third purpose of the Green Belt with all but two of the parcels being assessed as making a 'strong' or 'relatively strong' contribution to the Green Belt purpose. These two parcels are:

- **DSR038 (Southwest of M11 and the London Underground Fairlop Loop):** Much of the southwestern boundary of this parcel is used for outdoor sports and recreation however no or very little land is used for agriculture. The remaining land consists of a disused sewage treatment works with patches of woodland and overall the countryside is of rather low quality in this parcel.
- **DSR059 (Sewardstone):** The parcel has been encroached by 35.47 hectares (10.85%) at Meridian Way at the northern end of the parcel and at Gillwell Hill at the southern end of the parcel. This is considered to be a significant amount of encroachment and considerably higher level of encroachment than any other parcel

Figure 12: Purpose 3 Map (To assist in safeguarding the countryside from encroachment)



***Purpose 4: To preserve the setting and special character of historic towns***

5.32 Figure 13 shows the contribution the parcels make toward the purpose of preserving the setting and special character of historic towns. Historic towns in Epping Forest District are Epping, Chipping Ongar and Waltham Abbey as defined in the Essex County Council supplementary planning guidance Essex Historic Towns (1990) and the Epping Forest District Settlement Hierarchy Technical Paper.

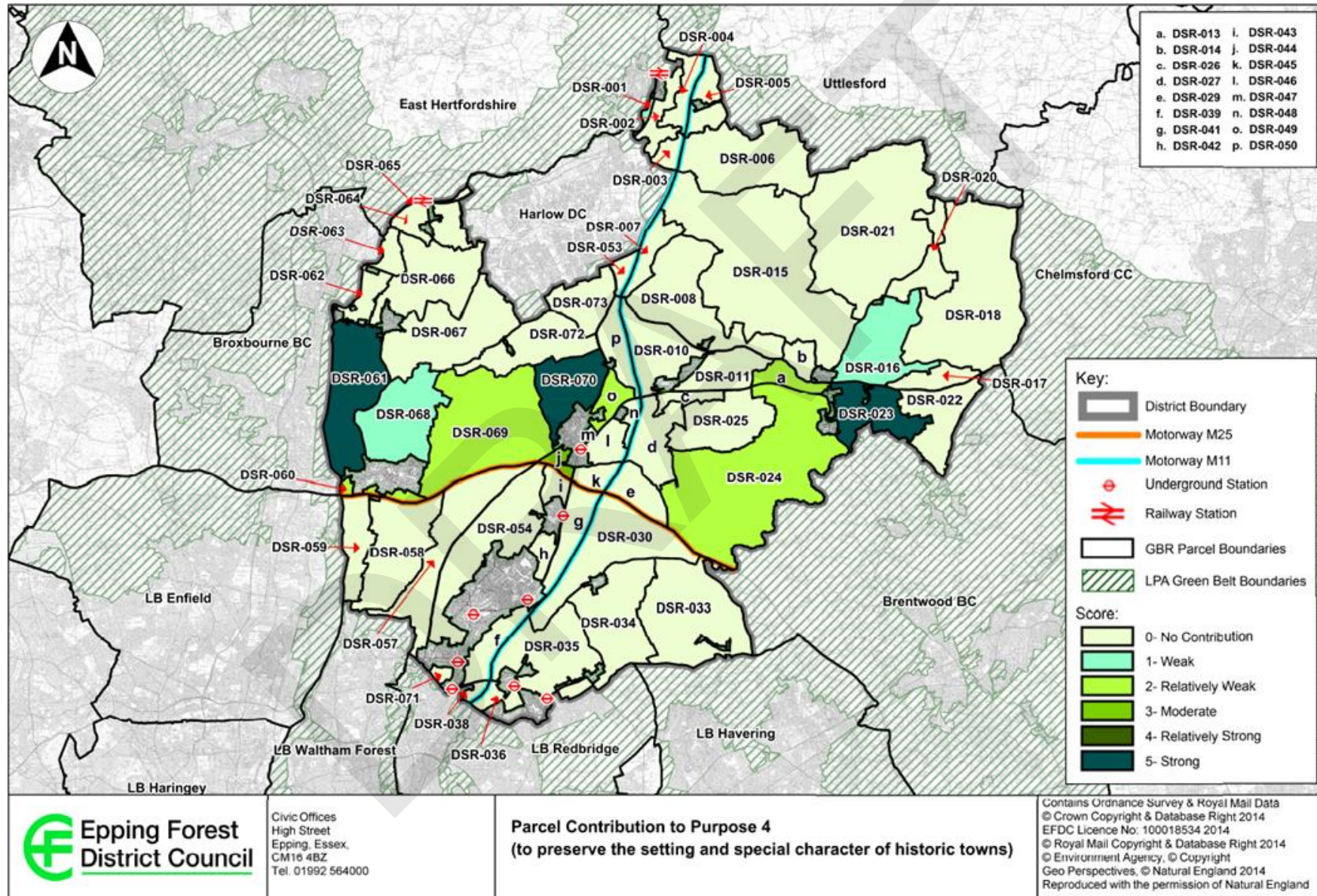
5.33 Only three parcels were considered to make a 'relatively strong' or 'strong' contribution to this Green Belt purpose and are individually explained below. It is important to note that there are certain areas of these parcels that perform strongly against this purpose however other parts of the parcel appear to provide less protection to the historic town and its setting which should be considered in greater detail in the Stage 2 Review.

- **DSR023 (East of Chipping Ongar):** The parcel borders a large section of Chipping Ongar's historic core, which contains a large number of listed buildings and one Scheduled Monument (Ongar Castle). The Great Stony Park conservation area is sited on the northern edge of the historic town is entirely within Green Belt land. The removal of the Green Belt designation and consequent loss of openness from the urbanising development on the land that abuts the urban edge would cause harm to the historic linear pattern of the town. However, the Green Belt appears to be making little contribution to this purpose in the eastern section of this parcel.
- **DSR061 (Lee Valley Park):** The parcel adjoins the north western edge of the historic town of Waltham Abbey. The historic town centre core and the Abbey Gardens comprise the Waltham Abbey Conservation Area. The Royal Gunpowder Factory is also a conservation area (as well as the Abbey Gardens and Royal Gunpowder Factory containing scheduled monuments) which are within Green Belt land, north of the settlement. The parcel boundary abuts the historic core of town and the Abbey, at the north western settlement boundary, which is largely within a conservation area. There are 68 buildings listed as being of special architectural or historic interest within the historic town, of which 21 are within the Royal Gunpowder Factory. Given the strong physical and visual relationship between the historic town and the open land, it is likely that the removal of the Green Belt designation and consequent loss of openness from urbanising development on that land would cause harm to the setting and significance of the historic town and heritage assets.
- **DSR070 (North West of Epping):** The parcel adjoins the northwest boundary of the historic town of Epping. The removal of the Green Belt designation to the east of Lindsay Street will not necessarily harm the open setting of the Epping Conservation Area, however, it would eliminate the visual connection and long vistas shared between Epping

and Epping Upland. The openness of the Green Belt here affords views of Epping's three towers which plot the route of the High Street (Victorian water tower, St John's Church tower, and the Civic Office tower), and Epping Upland Church can be seen in some views out of Epping. These views are an important aspect of the significance and setting of the town and its heritage assets.

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Figure 13: Purpose 4 Map (To preserved the setting and special character of historic towns)



### ***Aggregated Parcel Scores***

5.34 Appendix 5 aggregates the appraisal scores against all four purposes for each parcel. Out of 20 points possible average score obtained was 7.9; the median score was 8; and the mode was 5. The highest score achieved was 13 points with three parcels achieving this score:

- DSR061 (Lee Valley Park)
- DSR039 (East of Buckhurst Hill)
- DSR035 (Land North, West and East of Chigwell)

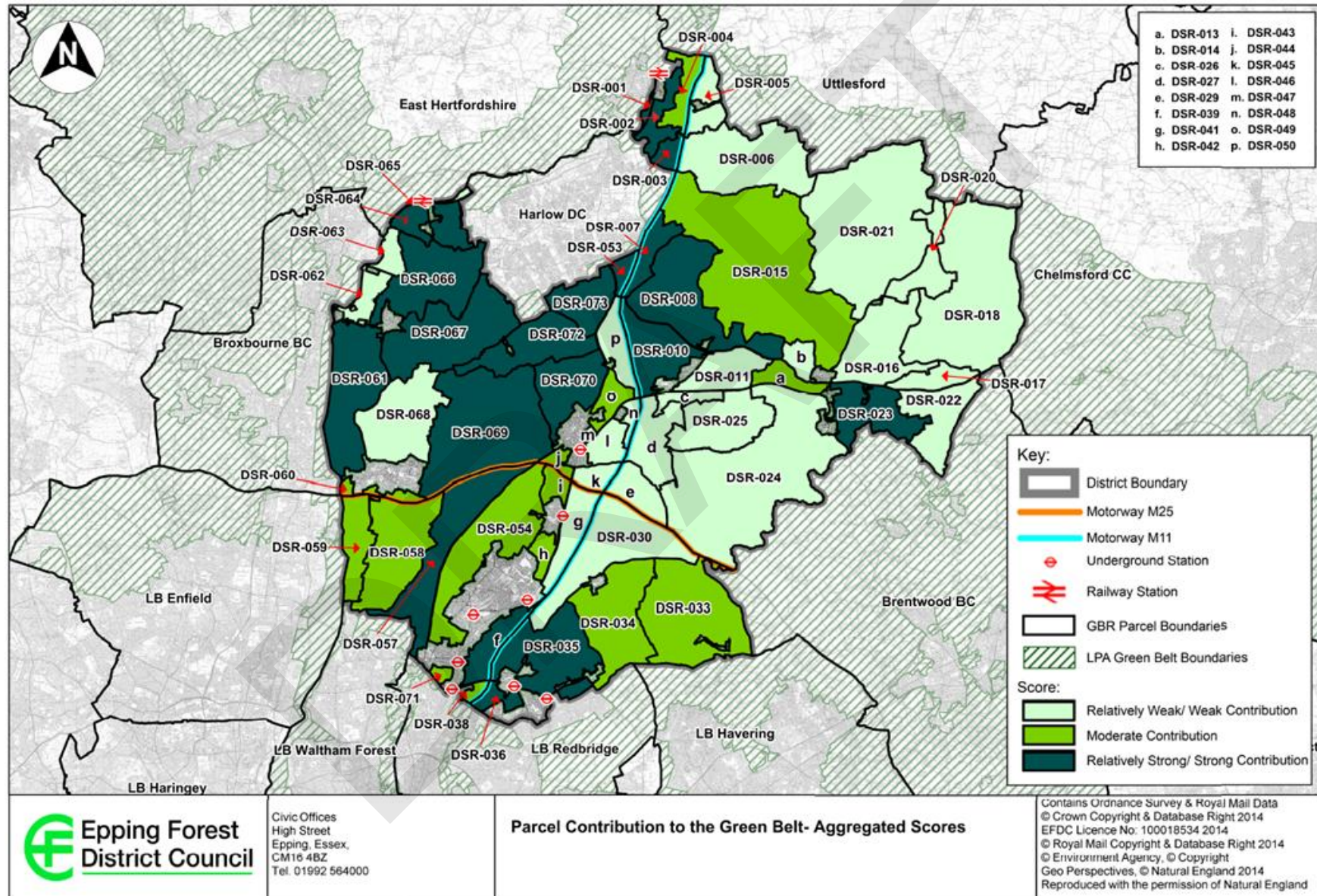
5.35 There are a number of parcels, which were appraised as making little or no contribution to the majority of the purposes. Parcels DSR005 (North of Sheering), DSR029 (North East of M11/M25 Interchange), and DSR048 (East of Coopersale), scored the least points being appraised at 4 points each.

5.36 As explained previously in the Report, the appraisals demonstrate that a 'relatively strong' or 'strong' contribution is made to at least one of the Green Belt purposes in each parcel.

5.37 59 of 61 parcels were appraised as making a 'relatively strong' or 'strong' contribution to the third purpose. The Green Belt is clearly serving this purpose of helping safeguard the countryside from encroachment very well, and there is no similar level of uniformity within the scores against other purposes. It would therefore be useful to ascertain if there are any parcels which only contribute to this purpose and not the other purposes. There are 18 parcels that fit this description of only contributing to the third purpose which are listed below and should be incorporated (in whole or in part as appropriate) in the further phases of the Review:

- DSR005 – North of Sheering
- DSR006 – North of Matching Tye
- DSR014 – West of Shelley
- DSR017 – North East of High Ongar
- DSR018 – North of Norton Heath
- DSR020 – North and West of Willingale
- DSR021 – The Rodings
- DSR022 – Nine Ashes
- DSR025 – South East of North Weald Bassett
- DSR026 – South and North of North Weald Bassett
- DSR027 – South of North Weald Bassett
- DSR029 – North East of M11/M25 interchange
- DSR030 – North and West of Abridge
- DSR045 – South East of Epping
- DSR046 – East of Epping
- DSR047 – Mill Mound East of Epping
- DSR048 – East of Coopersale
- DSR050 – North, East and South of Thornwood

Figure 14: Green Belt Parcel Overall Aggregated Contribution Map



5.38 There are particular areas of parcels which performed less well than the rest of the parcel which are set out below and should be assessed in more detail in further phases of the Review:

- **DSR011 (East of North Weald Bassett)** The residential development of Tempest Mead is currently located in the Green Belt.
- **DSR016 (North East of Chipping Ongar)** Residential development appears to have slightly breached the existing Green Belt boundary around the Ongar Leisure Centre. The Fyfield Business and Research Park east of Fyfield Road has also been developed in the Green Belt.
- **DSR023 (East of Chipping Ongar)** This is a large parcel which stretches from the east of Chipping Ongar to High Ongar and further beyond. The area to the east of High Ongar does not contribute to the fourth purpose of the Green Belt and this parcel should be considered in closer detail in the Stage 2 Review.
- **DSR034 (North of Hainault Forest)** Abridge Park, which is a residential development south of London Road at the west of Abridge which occurred prior to 1986. It is located within the existing Green Belt boundary and therefore does not contribute to the purposes of the Green Belt.
- **DSR043 (North of Theydon Bois)** The 'triangular' area east of Dukes Avenue, Theydon Bois and west of the railway line (but south of the visually significant slope) performs very poorly against the second purpose.
- **DSR044 (South West of Epping)** Although the overall parcel scored 'relatively strong' in relation to the fourth purpose the area South of Ivy Chimneys Road is considered to make 'no contribution' to the fourth purpose.
- **DSR053 (South of Harlow Common)** Although the parcel was appraised as making a 'moderate' contribution' to the third purpose of the Green Belt the parcel has been encroached by built development (the petrol station off the A414) with other potential existing encroachment at the northwest (housing) and western boundaries (pub, car dealership) which should be considered further in the Stage 2 Review.
- **DSR057 (Epping Forest – West of Epping Road)** The Green Belt has been encroached towards the north-western boundary (north of the A121, south of the M25 and west of Woodbine Close Park) particularly where a caravan park is in the Green Belt. This area of the parcel makes 'no contribution' to the purposes of the Green Belt.
- **DSR060 (South of Waltham Abbey)** The overall parcel was appraised as making a 'relatively weak' contribution to the fourth purpose due to the western section of the parcel (Town Mead, Waltham Abbey) which is in close proximity to the historic town however for the southern and eastern section are considered to make 'no contribution' to this purpose.
- **DSR069 (East of Waltham Abbey & West of Epping)** There is a particularly heavy concentration of encroachment west of Woodgreen Road and east of Waltham Abbey in the form of offices, storage, housing and equestrian related businesses. This area of the parcel performs considerably worse than the rest of the parcel for the third purpose.



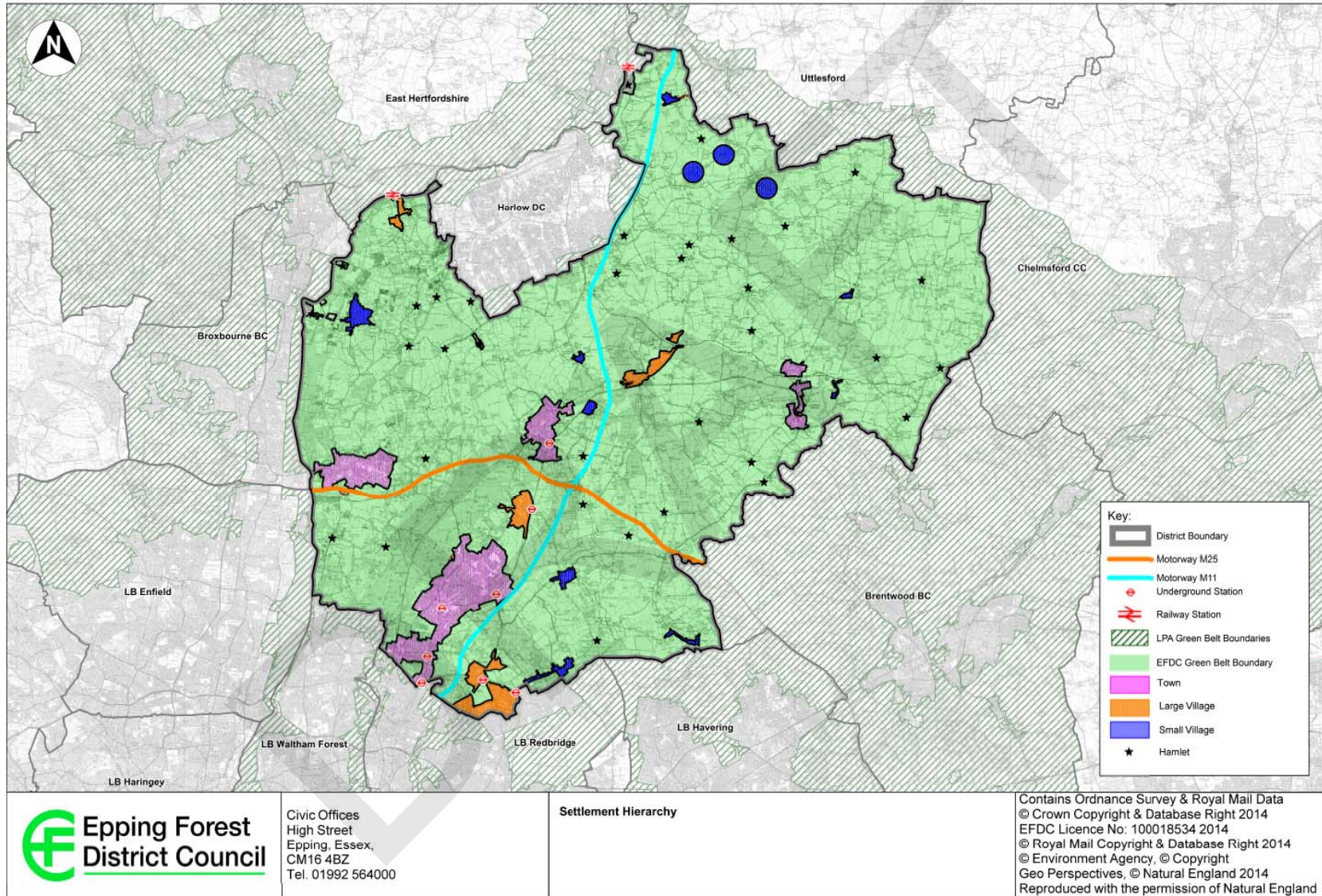
## **Chapter 6: Broad Locations for Further Assessment**

- 6.1 Initial analysis has identified some areas of the District for further assessment (see Chapter 5 above). It is also necessary to consider land with a direct relationship to existing settlements in more detail, in accordance with the NPPF (para 84). The analysis at Stage 1 has necessarily been strategic in nature, and may therefore have disguised smaller areas which perform differently to the larger parcel. In order to ensure these smaller areas are assessed in detail, phases 4 and 5 of the Stage 1 methodology set out how Broad Locations for Further Assessment will be identified. Whilst it is important to focus on the nature and role of the Green Belt policy, this cannot be undertaken entirely in isolation of other available evidence. The Green Belt in these areas will be considered for (i) minor amendments to the Green Belt boundary where anomalies have been created over time; (ii) continued confirmation that land should remain in the Green Belt or (iii) potential release from the Green Belt for development purposes.
- 6.2 The Settlement Hierarchy Technical Paper identifies the categories of settlements that exist in Epping Forest District as Town, Large Village, Small village and hamlet. The Stage 1 methodology goes on to identify that the most sustainable locations to be considered in detail for potential Green Belt boundary change are those around the towns, large villages and small villages. There are 19 settlements that fall within these categories. In addition there are five hamlets that have been identified for review. These hamlets have been identified as exceptions because there are either (i) known development management concerns around the potential erosion of Green Belt policy (High Beach); (ii) the hamlet is within an area of the District that is in close proximity to Harlow, where detailed assessment is necessary (Lower Sheering); or (iii) the Green Belt currently “washes over” a village where the continued designation should be assessed for suitability (Moreton and Willingale).

**Figure 15: Settlements identified for further Green Belt Review**

<b>Category</b>	<b>Settlement</b>
Town	Buckhurst Hill, Chipping Ongar, Epping, Loughton/Debden, Waltham Abbey
Large Village	Chigwell, North Weald, Roydon, Theydon Bois
Small Village	Abridge, Chigwell Row, Coopersale, Fyfield, High Ongar, Lower Nazeing, “Matching” (incorporating Matching Green, Matching Tye and Matching), Sheering, Stapleford Abbots, Thornwood.
Hamlet	High Beach, Lower Sheering, Moreton, Sewardstone, Willingale.

**Figure 16: Settlement categories defined by the Settlement Hierarchy Technical Paper**



6.3 The following environmental constraints have been mapped, and excluded from further consideration:

- Strategic Flood Risk Assessment (April 2015) – showing zones 2, 3 and 3b (Zone 1 applies to all land outside of zones 2, 3 and 3b)
- Special Protection Areas (SPA)
- Special Areas of Conservation (SAC)
- Sites of Special Scientific Interest (SSSI)
- Local Nature Reserves (LNR)
- City of London Corporation Epping Forest Buffer land (land owned and managed by the City of London Corporation, which although not a formal part of the Forest, is not available for development)

6.4 In all cases legislation protects these areas, and there is little merit in further considering these areas for potential development. The application of these constraints has restricted the land that could potentially be available for development across the District, but particularly around Buckhurst Hill and Loughton/Debden, to the west of Ongar, to the north west of Theydon Bois and the north of Abridge. There are fewer restrictions around other settlements in the District, and on the periphery of Harlow.

6.5 The methodology has determined that it would not be reasonable to continue to detailed assessment of areas of the District that are remote from services and facilities. In order to define the areas of the District that should be assessed in more detail, buffers defined by distance from key services have been applied to each settlement type:

- Town 2 km
- Large village 1 km
- Small village 0.5 km

6.6 The buffers used reflect the Essex County Council Accessibility Assessment, in that 2km (approx. 1 ¼ miles) represents a maximum reasonable walking distance. The ECC assessment is in turn based on Department for Transport guidance. Where designated town centres or local shopping parades exist, the appropriate buffer has been drawn from the boundary of this. In addition, further buffers are added using the Central Line stations (8) and main line rail stations (2) where they exist. Lastly, buffers will be created from bus stops within existing settlements, as identified by the Essex County Council Accessibility Assessment. This work has already taken account of the frequency of bus services, and has subsequently helped to inform the position of settlements in the hierarchy. Where defensible boundaries exist, the buffer areas have been adjusted to create logical areas of search in Green Belt terms.

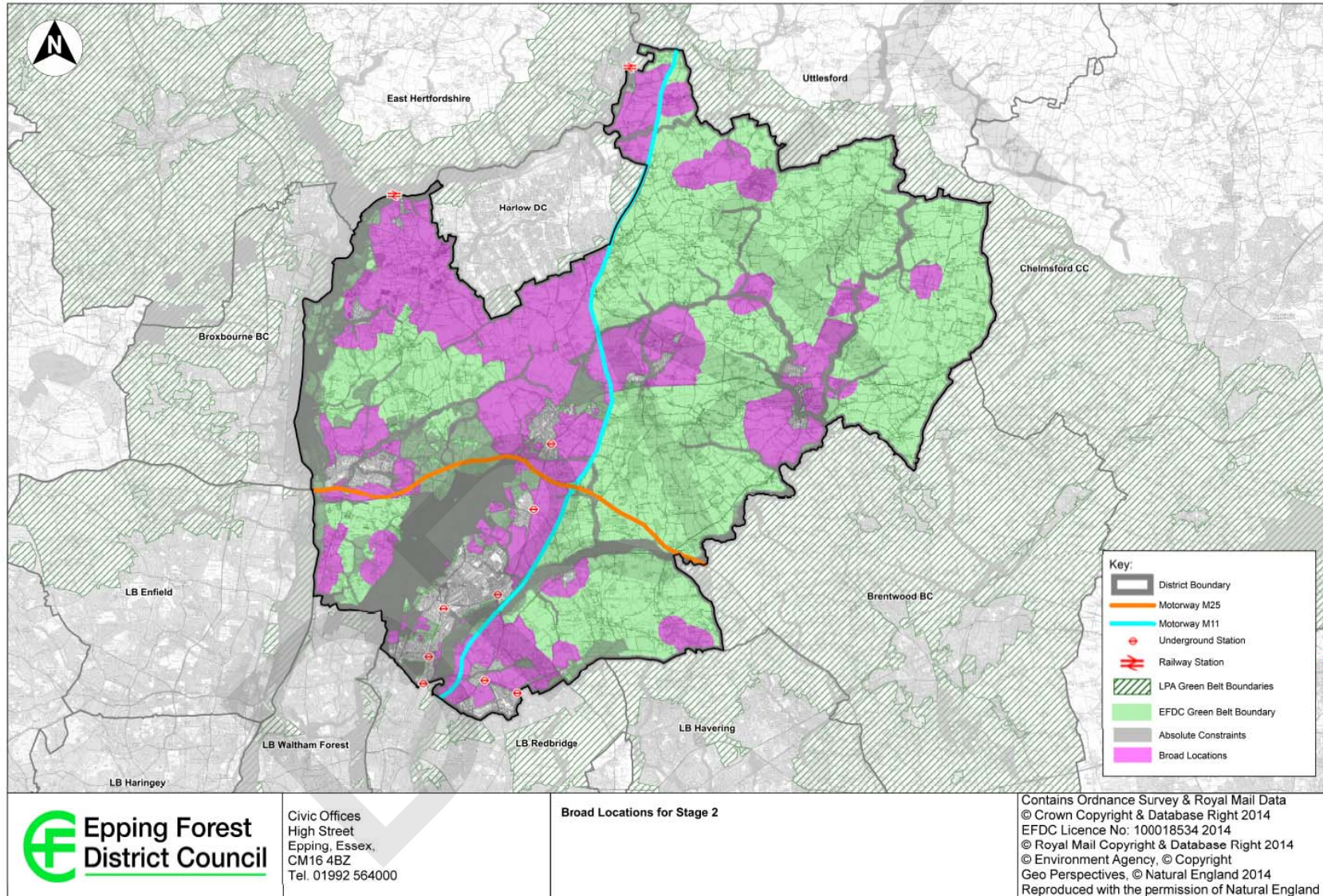
**Figure 17: Creation of Broad Locations for Further Assessment**

Settlement	Description
Harlow	2km buffer taken from the District boundary, as to take this from the Town Centre and the stations would not provide a sufficient area of search around Harlow. The identified area is extended to join the area around Lower Sheering , Roydon, Thornwood and Epping Upland to ensure a continuous assessment of the land between settlements. The M11 provides a strong defensible boundary, therefore land to the east of the motorway is not included.
Town	For all towns, 2km buffer from town centre boundaries, Central Line/rail stations (where appropriate) and bus stops within the existing settlement boundaries.
Buckhurst Hill	There is little land remaining outside of the areas covered by absolute constraints. Given the continuous built nature of Buckhurst Hill and Loughton/ Debden, all land in the Green Belt within the defined buffer has been included for further assessment.
Chipping Ongar	The Green Belt land within the defined buffer is restricted by absolute constraints to the east and north west. The remaining land aligns with Church Lane, Ongar Road (B184) and Herons Lane to the south; and Mutton Row and a watercourse to the west.
Epping	The Green Belt land within the defined buffer is bounded by the M11 to the east, the M25 to the south and absolute constraints to the north and west. The identified area is extended to join the area around Coopersale and Thornwood to ensure a continuous assessment of the land between settlements.
Loughton/Debden	There is a limited amount of land remaining outside of the areas covered by absolute constraints. Given the continuous built nature of Loughton/ Debden and Buckhurst Hill, all land in the Green Belt within the defined buffer has been included for further assessment. The identified area is extended to join the area around Theydon Bois to ensure a continuous assessment of the land between settlements.
Waltham Abbey	The Green Belt land within the defined buffer is bounded by absolute constraints to the north, east, west and south west. Dowding Way (A121) provides a strong defensible boundary; therefore land south of Dowding Way (A121) is not included.
Large Village	For all large villages, 1km buffer from town centre/local shopping parade boundaries, Central Line/rail stations (where appropriate) and bus stops within the existing settlement boundaries.
Chigwell	The Green Belt land within the defined buffer extends to Chigwell Lane, Abridge Road, Pudding Lane, Gravel Lane and

Settlement	Description
	Miller's Lane to the north east, the M11 to the north west and the District boundary to the south. The identified area joins the area around Chigwell Row and Buckhurst Hill to ensure a continuous assessment of the land between settlements.
North Weald	The identified land is bounded by absolute constraints to the north, the M11 to the west and the Epping to Ongar Heritage railway track to the south. The remaining land to the east is defined by the 1km buffer and tracks.
Roydon	The identified area is extended to join the area around Harlow and Lower Nazeing to ensure a continuous assessment of the land between settlements.
Theydon Bois	The Green Belt land within the defined buffer is bounded by the M11 to the east, the M25 the north and absolute constraints to the north and west. The identified area is extended to join the area around Loughton and Epping to ensure a continuous assessment of the land between settlements.
Small Village	For all small villages, 0.5km buffer from local shopping parade boundaries, Central Line/rail stations (where appropriate) and bus stops within the existing settlement boundaries.
Abridge	The identified area is restricted by absolute constraints to the north west. The remaining land is defined by the 0.5km buffer.
Chigwell Row	The identified area is extended to join the area around Chigwell to ensure a continuous assessment of the land between settlements.
Coopersale	The identified area is extended to join the area around Epping to ensure a continuous assessment of the land between settlements.
Fyfield	The identified area is defined by the 0.5km buffer and Norwood End to the North. The area has been extended to include existing development along Ongar Road and Willingale Road.
High Ongar	The identified area is defined by absolute constraints to the west and Chelmsford Road to the north.
Lower Nazeing	The identified area is defined by absolute constraints to the west, Laundry Lane, Cemetery Lane and Perry Hill to the south. The area has been extended to join the area around Harlow and Roydon to the south, to ensure a continuous assessment of the land between settlements.
Matching	The identified area is defined by the 0.5km buffer around Matching Green, Matching Tye and Matching. The identified area has been extended to include the land between Matching Green, Matching Tye and Matching to ensure a continuous assessment of the land between settlements.
Sheering	The identified area is defined by the District boundary to the east, the M11 to the west and by the 0.5km buffer to the north and south.

Settlement	Description
Stapleford Abbots	The identified area is defined by the 0.5km buffer and the District boundary to the south.
Thornwood	The Green Belt land within the defined buffer is bounded by the M11 to the east and absolute constraints to the south. The remaining land is extended to join the area around Epping and Harlow to ensure a continuous assessment of the land between settlements.
Hamlet	No uniform buffer created for the smallest settlements, where it is necessary to use a buffer the 0.5km buffer is used as being most appropriate to the size of settlement.
Epping Green	The identified area is extended to join the area around Harlow and Epping to ensure the continuous assessment of the land between settlements.
High Beach	The identified area is restricted by absolute constraints to the west and to the east. The remaining land is defined by the 0.5km buffer.
Moreton	The identified area is defined by the 0.5km buffer and North Lane Track to the north east.
Lower Sheering	The identified area is extended to join the area around Harlow to ensure a continuous assessment of the land between settlements.
Sewardstone	The Green Belt land within the defined buffer by Hawes Lane and Sewardstone Road to the north, tracks to the east and absolute constraints to the south and to the west. The identified area is extended to join Gilwell Hill and the District boundary to the south, to ensure a continuous assessment of the land between settlements.
Willingale	The identified area is defined by Shellow Road to the north, Fyfield Road, Wood Lane and tracks to the south. The remaining land is defined by the 0.5km buffer.

**Figure 18: Broad Locations for further assessment**



## Chapter 7: Conclusions

- 7.1 The Metropolitan Green Belt around London, and specifically within Epping Forest District has performed a key role in restricting development and the further outwards spread of London over the last 70 years. The Green Belt in Epping Forest District has remained largely unchanged since its original designation in the mid 1950s.
- 7.2 Using extensive criteria to provide an assessment matrix, 61 parcels of land have been assessed against the first four purposes of the Green Belt. The fifth purpose is considered to be strategic in nature, and therefore an assessment across the District has determined that the Green Belt has been broadly successful in steering development to locations that assist in urban regeneration, by encouraging the recycling of derelict and other urban land. The assessment criteria have resulted in each parcel being scored on a scale of 0 (no contribution) to 5 (strong contribution). A further aggregate score has been created, although it must be emphasised that this aggregate score is for indicative purposes only, as it could mask the importance of a single score in the overall performance of a parcel.
- 7.3 Chapter 5 explains in detail how each parcel performs in respect of each of the first four purposes of the Green Belt. In broad conclusion, it is observed that in respect of the first purpose “to check the unrestricted sprawl of large built-up areas” that parcels in the south, west and north of the District have been successful in restricting the sprawl of London, Cheshunt/Hoddesdon/Waltham Cross and Harlow respectively.
- 7.4 The second purpose “to prevent neighbouring towns merging into one another” has been assessed using information on the distances between towns within the District. For the purposes of this stage of the work, only settlements defined as towns and large villages have been measured. More detailed assessment of smaller settlements, and the role of the Green Belt in preventing merging will be completed in the next stage of the study.
- 7.5 The analysis has shown that the Green Belt around Loughton/Buckhurst Hill and Theydon Bois has been particularly effective in preventing the merging of settlements. In this broad area of the District, the settlements are close together, with the gaps between them being relatively small.
- 7.6 The assessment against the third purpose of the Green Belt “to assist in safeguarding the countryside from encroachment”, has found that there are a number areas of the District where the topography of the land also plays a role in restricting development i.e. by the presence of a steep gradient, thereby reducing the policy role of the Green Belt designation. Secondly, a measure of the degree to which the Green Belt has suffered encroachment by inappropriate development amounts to 0.31% of Green Belt land since 1986 (96.32 ha). The assessment for all but two



parcels found that the contribution to this purposes was “strong” or “relatively strong”.

- 7.7 In respect of preserving the setting and special character of historic towns, only three parcels were found to make a “relatively strong” or “strong” contribution. There are only three identified “historic towns” in Epping Forest District (Chipping Ongar, Epping and Waltham Abbey), and only one parcel in respect of each of those towns that indicates a strong relationship and positive contribution to the setting of the town. In all other cases, the land parcels were not found to contribute strongly to this purpose.
- 7.8 The appraisals demonstrate that a ‘relatively strong’ or ‘strong’ contribution is made to at least one of the Green Belt purposes in each parcel. The aggregated scores showed the three parcels that achieved the highest scores are DSR035 (Land North, West and East of Chigwell), DSR039 (East of Buckhurst Hill), and DSR061 (Lee Valley Park). At the other end of the spectrum, there are a number of parcels which were appraised as making little or no contribution to the majority of the purposes. Parcels DSR005 (North of Sheering), DSR006 (North of Matching Tye), DSR029 (North East of M11/M25 Interchange) and DSR048 (East of Coopersale), scored the least points being appraised at 4 points each.
- 7.9 The initial assessment against the first four purposes of the Green Belt has indicated there are some areas of the District that do not perform as strongly in Green Belt terms as others. This information has been taken into account when determining the areas that should be considered in more detail in Stage 2 of the Study. There is little purpose in continuing to detailed assessment of the performance of Green Belt policy in areas that are remote from services and facilities, and that are protected by a designation based in legislation. In both cases these areas would not be favoured for development.
- 7.10 To facilitate identifying the areas that are most suitable for further assessment, a number of broad locations have been identified. These areas are shown in Figure 18 in the main report, and include the areas where development may be more likely to be favoured as it would be in a more sustainable location. The areas that have been identified for further investigation in paragraph 5.37 are included in whole or in part within the broad locations for further assessment.

# Appendices

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## Appendix 1: Green Belt Parcel Assessment Criteria

<b>First Purpose: Check the Unrestricted Sprawl of Large Built Up Area</b> (Built up areas are London, Harlow, Cheshunt and Hoddesdon)
1) Does the parcel act, in itself, as an effective barrier against sprawl from large built-up areas outside of the study area, specifically London and Harlow, Cheshunt and Hoddesdon?
2) Does the parcel contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of these built-up areas?
3) Are there any defensible boundaries within the parcel (see definition for defensible boundary) which act as an effective barrier against sprawl from large-built-up areas outside of the study area specifically London, Harlow Cheshunt and Hoddesdon?
<b>Second Purpose: Prevent Neighbouring Towns from Merging</b> (Towns are Epping, Waltham Abbey, Loughton / Debden, Chigwell, Buckhurst Hill, Chipping Ongar, North Weald Bassett, Theydon Bois, Roydon and Lower Nazeing)
4) Does the parcel itself provide, or form part of, a gap or space between towns?
5) Are there any defensible boundaries within the parcel (see definition for defensible boundary) which prevent neighbouring towns from merging?
6) What is the distance (km) of the gap between the towns?
7) Is there evidence of ribbon development on well used thoroughfares between towns (B roads and larger)?
8) What is the visual perception of the gap between the towns' well used thoroughfares?
9) Would a reduction in the gap compromise the separation of towns in physical terms?
10) Would a reduction in the gap compromise the separation of towns and the overall openness of the parcel visually?
<b>Third Purpose: Assist in Safeguarding the Countryside from Encroachment</b>
11) Does the Green Belt designation in this land parcel protect countryside that is in use for agriculture, forestry, outdoor sport and recreation, cemeteries and local transport infrastructure (uses that constitute appropriate development based on NPPF paragraph 89, bullets 1 and 2, and paragraph 90, bullet 3)?
12) Having regard to the topography of land and location relative to existing development, does the Green Belt designation in this land parcel prevent encroachment, or in some other way assist in safeguarding the countryside from encroachment?
13) Has there already been any significant encroachment by built development or other urbanising elements?
<b>Fourth Purpose: Preserve the Setting and special Character of Historic Towns</b> (Historic Towns are Chipping Ongar, Waltham Abbey, Epping. Sawbridgeworth which is located in East Herts was also included as 'historic town' due to its proximity to EFDC)
14) Are there any historic towns (Chipping Ongar, Waltham Abbey, Epping and Sawbridgeworth) within or adjacent to the parcel?
15) To what extent is Green Belt land within the setting of the historic towns and/ or any heritage assets within those towns, especially those closest to the settlement boundary?
16) Does the open character of the Green Belt land contribute positively to the historic significance of the town and/or heritage assets within the town?

17) Would the removal of the Green Belt designation and consequent loss of openness from urbanising development on that land, cause harm to the setting and significance of the historic town and heritage assets?

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## Appendix 2: Glossary of Terminology

<b>Countryside</b>	The land and scenery of a rural area. (Oxford Dictionary online)
<b>Defensible Boundary</b>	A physical feature which is readily recognisable marking the limit or dividing line of an area which is likely to be permanent. (Based on Oxford Dictionary online). Such features include a wall, woodland, watercourse, body of water, main roads or other significant piece of infrastructure.
<b>Encroachment</b>	A gradual advance beyond usual or acceptable limits. (Oxford Dictionary online)
<b>Historic Town</b>	Chipping Ongar, Waltham Abbey and Epping
<b>Large Built Up Areas</b>	London, Harlow, Cheshunt and Hoddesdon
<b>Merging</b>	This can be by way of general sprawl (above) or ribbon development (see below);
<b>Neighbouring towns</b>	Towns or villages that function as towns (see Settlement Hierarchy Technical Paper).
<b>Openness</b>	Absence of built development or other urbanising elements (not openness in a landscape character sense - topography and woodland / hedgerow cover).
<b>Ribbon development</b>	The building of houses along a main road, especially one leading out of a town or village'. (Oxford Dictionary Online) This includes historical patterns of, or current pressures for, the spread of all forms of development along movement corridors, particularly major roads.
<b>Sprawl</b>	Spread out over a large area in an untidy or irregular way. (Oxford Dictionary online)
<b>Thoroughfare</b>	A road or path forming a route between two places (Oxford Dictionary online). B roads higher classification will be considered.
<b>Urban</b>	In, relating to, or characteristic, of a town or city. (Oxford Dictionary online)

## **Appendix 3: Relevant Essex & Southend-on-Sea Structure Plan (2001) Green Belt Policies**

### ***POLICY C1 General Extent of the Green Belt***

*A Green Belt will be maintained in the south and west of the Plan area. The main purposes of including land within this Green Belt are to:-*

- 1. Prevent the outward spread of London's built-up area;*
- 2. Prevent neighbouring towns located within the Belt from merging into one another;*
- 3. Assist in safeguarding the open countryside surrounding London from encroachment by urban development;*
- 4. Preserve the setting and special character of historic towns located within the Belt; and,*
- 5. Assist in urban regeneration, by encouraging the recycling of derelict and other land located within existing urban areas.*

*The precise boundaries of the Green Belt's extent will be defined in adopted Local Plans. However, as a general indication, the outer boundary should start at the County boundary with Hertfordshire to the north-west of Bishop's Stortford, then to run eastwards to meet the M11 motorway which it should follow southwards as far as the crossing with the A1060 road. The boundary should then follow the A1060 road to the western edge of Chelmsford, adjoin the west and south sides of that town to meet the A130 road, which it should follow southwards to Rettendon Place before turning eastwards towards South Woodham Ferrers. From the western boundary of that town it should then run south to the River Crouch which it should follow to the confluence with the River Roach. The boundary should then run west of Foulness Island to meet the Thames estuary from where it should run westwards along the estuary, excluding existing built-up areas, as far as its boundary with Thurrock Borough.*

### ***POLICY C3 Green Belt Boundaries around Settlements***

*The Green Belt is defined tightly against London's continuously built-up area. The boundaries around towns and villages will be defined by reference to the foreseen long-term expansion of their built-up areas acceptable in the context of the stated purposes of the Green Belt and to the provisions specified in this Plan.*

### ***POLICY C4 Review of Inner Green Belt Boundaries***

*The Local Planning Authorities, in consultation with the Joint Structure Plan Authorities, should undertake a comprehensive and co-ordinated review of inner Green Belt boundaries, including safeguarded land. The review will be an input to current Local Plan reviews; a First Alteration to this Plan, prepared in response to new Regional Planning Guidance; and the consequent further round of Local Plan reviews. The review should have regard to the principles laid down in Policy C3.*

### Appendix 4: Countryside Encroachment Table (1986 – 2015)

GBR Parcel	Parcel Size (Hectare)	Encroachment 1986 – 2015 (Hectare)	Encroachment %
DSR-001	25.82	0.00	0.00%
DSR-002	201.80	0.00	0.00%
DSR-003	98.60	0.00	0.00%
DSR-004	204.00	0.00	0.00%
DSR-005	233.80	0.36	0.16%
DSR-006	973.10	2.42	0.25%
DSR-007	218.60	0.00	0.00%
DSR-008	978.20	0.03	0.00%
DSR-010	482.30	0.00	0.00%
DSR-011	343.20	5.12	1.49%
DSR-013	160.40	0.00	0.00%
DSR-014	129.90	0.00	0.00%
DSR-015	2524.00	4.26	0.17%
DSR-016	681.60	3.04	0.45%
DSR-017	193.20	0.00	0.00%
DSR-018	1790.00	0.46	0.03%
DSR-020	343.00	0.19	0.06%
DSR-021	2043.00	4.24	0.21%
DSR-022	480.50	0.21	0.04%
DSR-023	486.10	1.31	0.27%
DSR-024	2212.00	0.00	0.00%
DSR-025	602.40	0.41	0.07%
DSR-026	106.00	0.00	0.00%
DSR-027	418.20	0.00	0.00%
DSR-029	260.60	0.00	0.00%
DSR-030	895.50	1.90	0.21%
DSR-033	1130.00	1.61	0.14%
DSR-034	815.00	0.63	0.08%
DSR-035	792.80	0.88	0.11%
DSR-036	108.70	0.00	0.00%
DSR-038	42.70	0.00	0.00%
DSR-039	260.20	3.28	1.26%
DSR-041	316.40	0.00	0.00%
DSR-042	107.70	4.67	4.30%
DSR-043	105.20	0.00	0.00%
DSR-044	69.38	0.00	0.00%
DSR-045	127.80	0.50	0.39%
DSR-046	183.10	0.00	0.00%

DSR-047	16.26	0.00	0.00%
DSR-048	68.50	0.00	0.00%
DSR-049	156.70	0.00	0.00%
DSR-050	250.40	0.00	0.00%
DSR-053	83.35	0.38	0.46%
DSR-054	930.00	9.61	1.03%
DSR-057	789.30	0.00	0.00%
DSR-058	806.80	0.00	0.00%
DSR-059	326.80	35.47	10.85%
DSR-060	90.41	0.00	0.00%
DSR-061	829.30	4.79	0.58%
DSR-062	165.50	1.74	1.05%
DSR-063	122.40	0.00	0.00%
DSR-064	310.20	3.11	1.00%
DSR-065	22.82	0.00	0.00%
DSR-066	763.40	2.14	0.28%
DSR-067	969.20	0.34	0.03%
DSR-068	745.10	2.05	0.28%
DSR-069	1492.00	1.15	0.08%
DSR-070	500.10	0.00	0.00%
DSR-071	38.17	0.00	0.00%
DSR-072	565.90	0.00	0.00%
DSR-073	344.30	0.00	0.00%
<b>Total</b>	<b>31531.71</b>	<b>96.32</b>	<b>0.31%</b>



### Appendix 5: Green Belt Parcel Appraisal Summary Table

	Purpose 1 (Sprawl)	Purpose 2 (Towns Merging)	Purpose 3 (Countryside Encroachment)	Purpose 4 (Historic Towns)	Total
<b>Parcel Reference</b>					
<b>DSR001 - South East of Sawbridgeworth</b>	4	0	5	1	<b>10</b>
<b>DSR002 - East and South East of Lower Sheering</b>	5	0	5	0	<b>10</b>
<b>DSR003 – East of Old Harlow</b>	5	0	5	0	<b>10</b>
<b>DSR004 – West of Sheering</b>	3	0	5	0	<b>8</b>
<b>DSR005 – North of Sheering</b>	0	0	4	0	<b>4</b>
<b>DSR006 – North of Matching Tye</b>	0	0	5	0	<b>5</b>
<b>DSR007 – East of Church Langley</b>	5	0	5	0	<b>10</b>
<b>DSR008 – North of North Weald Bassett</b>	3	2	5	0	<b>10</b>
<b>DSR010 – West &amp; North West of North Weald Bassett</b>	3	2	5	0	<b>10</b>
<b>DSR011 – East of North Weald Bassett</b>	0	2	5	0	<b>7</b>
<b>DSR013 – West of Chipping Ongar</b>	0	1	5	2	<b>8</b>
<b>DSR014 – West of Shelley</b>	0	0	5	0	<b>5</b>
<b>DSR015 – North of Chipping Ongar</b>	3	0	5	0	<b>8</b>
<b>DSR016 – North East of Chipping Ongar</b>	0	0	5	1	<b>6</b>
<b>DSR017 – North East of High Ongar</b>	0	0	5	0	<b>5</b>
<b>DSR018 – North of Norton Heath</b>	0	0	5	0	<b>5</b>
<b>DSR020 – West and North of Willingale</b>	0	0	5	0	<b>5</b>
<b>DSR021 – The Rodings</b>	0	0	5	0	<b>5</b>
<b>DSR022 – Nine Ashes</b>	0	0	5	0	<b>5</b>
<b>DSR023 – East of Chipping Ongar</b>	0	0	5	5	<b>10</b>
<b>DSR024 – West and South West of Chipping Ongar</b>	0	0	5	2	<b>7</b>

DSR025 – South East of North Weald Bassett	0	0	5	0	5
DSR026 – South of North Weald Bassett	0	0	5	0	5
DSR027 – South West of North Weald Bassett	0	0	5	0	5
DSR029 – North East of M11/M25 interchange	0	0	4	0	4
DSR030 – North and West of Abridge	0	0	5	0	5
DSR033 – Land Surrounding Stapleford Abbotts	3	0	5	0	8
DSR034 – North of Hainault Forest	4	0	5	0	9
DSR035 – Land North, West and East of Chigwell	5	3	5	0	13
DSR036 – Land South of Chigwell	4	3	4	0	11
DSR038 – Southwest of M11 and London Underground Fairlop Loop	4	3	2	0	9
DSR039 – East of Buckhurst Hill	3	5	5	0	13
DSR041 – East of Theydon Bois	0	2	4	0	6
DSR042 – South of Theydon Bois and North of Loughton / Debden	0	5	4	0	9
DSR043 – North of Theydon Bois	0	4	4	0	8
DSR044 – South West of Epping	0	1	5	3	9
DSR045 – South East of Epping	0	0	5	0	5
DSR046 – East of Epping	0	0	5	0	5
DSR047 – Mill Mound - East of Epping	0	0	5	0	5
DSR048 – East of Coopersale	0	0	4	0	4
DSR049 – North East of Epping	0	2	4	2	8
DSR050 – North, East and South of Thornwood	3	0	4	0	7
DSR053 – South of Harlow Common	5	0	5	0	10
DSR054 – Epping Forest – East of Epping New Road	0	5	4	0	9
DSR057 – Epping Forest – West of Epping New Road	4	2	5	0	11
DSR058 – High Beach and Sewardstonebury	3	1	5	0	9
DSR059 – Sewardstone	5	0	3	0	8
DSR060 – South of Waltham Abbey	2	0	5	2	9
DSR061 – Lee Valley Park	2	1	5	5	13
DSR062 – Nazeing Mead	2	0	4	0	6

<b>DSR063 – Glen Faba</b>	2	0	5	0	<b>7</b>
<b>DSR064 – Area Surrounding Roydon</b>	5	2	4	0	<b>11</b>
<b>DSR065 - Linear Parcel North of Roydon</b>	2	0	4	0	<b>6</b>
<b>DSR066 – North of Nazeing, South West of Harlow</b>	5	2	4	0	<b>11</b>
<b>DSR067 – East of Lower Nazeing</b>	5	1	4	0	<b>10</b>
<b>DSR068 – North of Waltham Abbey</b>	0	1	5	1	<b>7</b>
<b>DSR069 – East of Waltham Abbey &amp; West of Epping</b>	0	3	5	2	<b>10</b>
<b>DSR070 – North West of Epping</b>	0	0	5	5	<b>10</b>
<b>DSR071 – Knighton Wood - Buckhurst Hill</b>	4	0	5	0	<b>9</b>
<b>DSR072 – South of Harlow</b>	5	0	5	0	<b>10</b>
<b>DSR073 – South of Harlow/West of J7 of M11</b>	5	0	5	0	<b>10</b>

## Appendix 6: Parcel Appraisals

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<b>Parcel DSR 001 – (Southeast of Sawbridgeworth)</b>		
<b>Parcel Size: 25.82 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	Relatively Strong	4
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	Strong	5
<b>4<sup>th</sup> GB Purpose</b>	Weak	1
<b>Total</b>		<b>10</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Relatively Strong – 4</b>
<p>(1) The parcel is located to the south east of Sawbridgeworth and south of Lower Sheering. The parcel is also located to the north east of Harlow however does not act in itself as an effective barrier against Harlow sprawl.</p> <p>(2) The parcel adjoins DSR-002 and both parcels are relatively open in character, providing a strategic barrier that prevents sprawl from the north eastern urban edge of Harlow.</p> <p>(3) The River Stort at the western boundary of parcel DSR-001 creates a strong barrier against the potential sprawl of Harlow. The mature trees at the southern boundary (see photos DSR-001 1, DSR-001 2 and DSR-001 3), provide a relatively strong barrier, that could potentially limit any sprawl from Harlow. The railway line also provides a defensible boundary running along the eastern boundary of the parcel.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel is situated between Lower Sheering and Sawbridgeworth at the edge of the district boundary however does not form part of a gap between towns specified in the methodology.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt does protect the countryside. Within parcel DSR-001, there is one PRoW that follows south- western boundary of the parcel, along the River Stort and eventually crosses through the centre of the site on a dirt track. There is also an intermittent line of unprotected trees lining the River and unprotected trees scattered throughout floodplain area to the south of Lower Sheering.</p> <p>(12) The topography of DSR-001 is characterised by gently undulating pockets of arable fields that are located on the valley sides of the River Stort, to the west. It is unlikely that the topography and location prevents encroachment of development, given the parcels location within the fringes of Lower Sheering and the open undulating landscape, to the south. Therefore, Green Belt designation in this parcel helps safeguard the countryside from encroachment.</p> <p>(13) There is no (0%) evidence of encroachment or other urbanising elements within the parcel.</p>		

<b>4. To preserve the special character of historic towns</b>	<b>Weak – 1</b>
<p>(14) The north- western parcel boundary abuts the historic town of Sawbridgeworth which is located in East Hertfordshire District.</p> <p>(15) The Lower Sheering conservation area and the Sawbridgeworth conservation connect along Station Road and a small part of the Lower Sheering conservation area and listed buildings are within Green Belt land to the north.</p> <p>(16) The landscape to the north of the parcel is characterised by the River Stort and mature vegetation that screen the listed buildings within the Lower Sheering conservation area and separates the two settlements. Therefore it is unlikely that the open character of the Green Belt land would contribute positively to the significance of the historic town Sawbridgeworth.</p> <p>(17) Although the north-western parcel boundary abuts the historic town of Sawbridgeworth, it is unlikely that the removal of the Green Belt designation would cause harm to the setting and significance of this area, because of the lack of a physical relationship between the parcel to the north and the historic town.</p>	

<b>Parcel DSR 002 – (East and South East of Lower Sheering)</b>		
<b>Parcel Size: 201.80 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	<b>Strong</b>	<b>5</b>
<b>2<sup>nd</sup> GB Purpose</b>	<b>No Contribution</b>	<b>0</b>
<b>3<sup>rd</sup> GB Purpose</b>	<b>Strong</b>	<b>5</b>
<b>4<sup>th</sup> GB Purpose</b>	<b>No Contribution</b>	<b>0</b>
<b>Total</b>		<b>10</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Strong – 5</b>
<p>(1) The parcel provides an effective barrier against sprawl from Harlow, at the northwest border of Epping Forest District.</p> <p>(2) The parcel adjoins DSR-001 at the south west boundary and DSR-003 at the south east boundary. The parcels are relatively open in character, which provides a strategic barrier that prevents sprawl from the north eastern urban edge of Harlow.</p> <p>(3) The west and southwest parcel boundary follows the River Stort and the river crosses the parcel in the south of the parcel. The B183 provides an obvious defensible boundary in the southern part of the parcel. To the north of Churchgate Street, Old Harlow (within Harlow administrative area) a potential strong defensible boundary is created by Sheering Road.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel does not form part of a gap between towns defined in the methodology.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong - 5</b>
<p>(11) The Green Belt in this location does protect the countryside. A significant amount of the parcel is used for agricultural purposes, with the exception of deciduous woodland at the south-eastern boundary, the ancient woodland (Marsh Lane Wood), deciduous woodland and LoWS (Ep109) at the south- western boundary. Seven PRoWs cross the parcel, mostly along field borders and one follows the north-eastern parcel boundary.</p> <p>(12) To the south of Lower Sheering, the parcel consists of a gently rolling plateau landscape with medium to large-scale arable fields, lined with a network of hedgerow. It is unlikely that the topography and location prevents encroachment of development, given the proximity to Lower Sheering and the open landscape. Therefore, the Green Belt designation safeguards the countryside from encroachment. To the east of Lower Sheering, a visually significant slope, does prevent encroachment. To the east of Lower Sheering, a visually significant slope, does help prevent encroachment.</p> <p>(13) The parcel has not been encroached of built development or other urbanising elements.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>No Contribution – 0</b>

- (14) There are no historic towns within or adjacent to the parcel.
- (15) See Question 14 above.
- (16) See Question 14 above.
- (17) See Question 14 above.

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<b>Parcel DSR 003 – (East of Old Harlow)</b>		
<b>Parcel Size: 98.60</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	Strong	5
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	Strong	5
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>10</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Strong – 5</b>
<p>(1) The parcel provides an effective barrier against sprawl from Harlow, at the north west border of Epping Forest District.</p> <p>(2) The parcel DSR-003 adjoins DSR-002 at the western boundary. Situated to the west of the M11, the parcels are relatively open in character, consisting mostly of arable land. This gap provides an important strategic barrier that prevents sprawl from the north eastern urban edge of Harlow.</p> <p>(3) The southeast corner of the parcel is close to the settlement of Churchgate Street / Old Harlow and expansive urban area of Harlow town in the adjoining authority. The parcel is separated from Churchgate Street by small arable field and to the south of Gilden Way. The parcel is framed to the west by Sheering Road, to the north by Pincey Brook, to the east by the M11 and to the south by Moor Hall Road. With the exception of the parcel perimeters which are considered a strong defensible boundary, the boundaries of the fields within the parcel are relatively weak and if breached could encourage sprawl of the settlement in a northeast direction.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel itself is situated to the north east of Harlow, along the district boundary. However, it does not provide, or form part of, a gap or space between towns.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong - 5</b>
<p>(11) The Green Belt in this location does protect the countryside. At the centre of the parcel there is a visually distinctive area of deciduous woodland. There are two PRoWs, one of which follows the Pincey Brook at the northern boundary, and the other briefly crosses the parcel on a track, towards the south- western boundary.</p> <p>(12) The parcel encompasses a gently rolling landform, which provides open views across the arable fields to the urban edge of Harlow, to the south. The topography and location is unlikely to prevent encroachment of development, given the parcels location within the fringes of Harlow and the open rolling landscape. Therefore, Green Belt designation in this parcel helps safeguard the countryside from encroachment.</p> <p>(13) There is no evidence of encroachment or other urbanising elements within the parcel.</p>		

<b>4. To preserve the special character of historic towns</b>	<b>No Contribution – 0</b>
<p>(14) There are no historic towns within or adjacent to the parcel. (15) See Question 14 above. (16) See Question 14 above. (17) See Question 14 above.</p>	

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<b>Parcel DSR 004 – (West of Sheering)</b>		
<b>Parcel Size: 204.01 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	Moderate	3
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	Strong	5
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>8</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Moderate – 3</b>
<p>(1) The parcel does not act, in itself, as an effective barrier against sprawl from the large built-up areas outside of the study area, as specified above.</p> <p>(2) The parcel DSR-004 adjoins DSR-003 and DSR-002, at the south western boundary. Situated to the west of the M11, the parcels are relatively open in character, consisting mostly of arable land. The southern section of the gap contributes to a strategic barrier that prevents sprawl from the north eastern urban edge of Harlow.</p> <p>(3) The M11 provides a strong defensible at the eastern boundary of the parcel. The Pincey Brook and an unnamed track form a strong boundary for part of the southern boundary. The remaining part of the southern boundary consists mostly of weak treelines and hedgerows. The northern boundary and the majority of the western boundary consist of mature. There areas of weak defensible boundaries along the western edge, towards Back Lane) and around the playing fields.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel itself is situated to the north east of Harlow, along the district boundary. However, it does not provide, or form part of, a gap or space between towns.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt in this location does protect the countryside. The parcel is largely used for agricultural purposes, with twelve PRoWs that mostly follow the field borders. There are small areas of deciduous woodland at the southern boundary and towards the northern boundary, as well as four small LoWS (Ep120, Ep126, Ep131 and Ep128) north of Sawbridgeworth Road.</p> <p>(12) The parcel encompasses a gently rolling landform, which provides open views across the arable fields to Lower Sheering to the east and Sheering to the west. It is unlikely that the topography would prevent encroachment of development. Therefore, the Green Belt designation helps safeguard the countryside from encroachment.</p> <p>(13) There is no evidence of encroachment or other urbanising elements within the parcel.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>No Contribution – 0</b>

- (14) There are no historic towns within or adjacent to the parcel.
- (15) See Question 14 above.
- (16) See Question 14 above.
- (17) See Question 14 above.

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<b>Parcel DSR 005 – (North of Sheering)</b>		
<b>Parcel Size: 233.77 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	Relatively Strong	4
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>4</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The parcel does not act, in itself, as an effective barrier against sprawl from the large built-up areas outside of the study area.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of the specifically mentioned built-up areas.</p> <p>(3) The parcel does not function to prevent sprawl of the specifically mentioned large built up areas.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel itself completely surrounds Sheering, therefore forms part of the gap directly east of the M11, between Lower Sheering and Sheering. However, it does not provide, or form part of, a gap or space between settlements classified as towns in the methodology.</p> <p>(5) See Question 4.</p> <p>(6) See Question 4.</p> <p>(7) See Question 4.</p> <p>(8) See Question 4.</p> <p>(9) See Question 4.</p> <p>(10) See Question 4.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Relatively Strong - 4</b>
<p>(11) The Green Belt in this location does protect the countryside. The majority of the parcel is used for agricultural purposes, with the exception of the fields that directly border Sheering. An area of unprotected woodland (Glyn's Spring) and recreational grounds adjoin the settlement at the south-western and northern edge.</p> <p>There is a relatively large area of deciduous woodland, directly north of Sawbridgewood Road, as well as a small area of ancient woodland/ deciduous woodland at the southern boundary. Within these areas of forestry, there are two LoWS (Ep139 and Ep140). A large network of PRoWs exist around the fields that boarder the settlement, these become more sporadic towards the northern and southern boundaries. There are also some mature planting along the length of Princey Brook, as well as unprotected trees also located to the south east of Sheering, along the motorway edge, and to the north of the Sheeting recreation. Many of the internal boundaries and property boundaries are formed of trees or hedgerow.</p> <p>(12) To the north of Sheering, the parcel consists of a gently rolling plateau landscape with medium to large- scale arable fields, delineated with mature hedgerow. It is unlikely that the topography and location prevents encroachment of development, given the proximity to Lower Sheering and the open landscape. Therefore, the Green Belt designation safeguards the countryside from encroachment.</p>		

<p>To the south of Sheering, a visually significant slope provides open views to the edge of the settlement. Therefore it is likely that the topography could help prevent encroachment in this location.</p>	
<p>(13) The parcel has been encroached by approximately 0.16% (.36 hectares) south of Sheering.</p>	
<p><b>4. To preserve the special character of historic towns</b></p>	<p><b>No Contribution – 0</b></p>
<p>(14) There are no historic towns within or adjacent to the parcel.</p>	
<p>(15) See Question 14 above.</p>	
<p>(16) See Question 14 above.</p>	
<p>(17) See Question 14 above.</p>	

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<b>Parcel DSR 006 – (North of Matching Tye)</b>		
<b>Parcel Size: 973.10 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	<b>Strong</b>	<b>5</b>
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>5</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The parcel does not act, in itself, as an effective barrier against sprawl from the large built-up areas outside of the study area.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of the specifically mentioned built-up areas.</p> <p>(3) The parcel does not function to prevent sprawl of the specifically mentioned large built up areas.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel includes the settlements of Matching Tye/ Housham Tye, Matching Green, Newman's End, and Matching however the parcel does not form part of a gap between towns identified in the methodology.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt in this location does protect the countryside. Most of the parcel is comprised of open farmland which has been and remains protected from development by greenbelt designation. The parcel also includes part of national cycle network Route 1, which runs along Matching Road before turning south of Matching Tye toward High Laver and Moreton. Cricket field located to the northwest and central village green of Matching Green. The parcel consists of a gently rolling plateau landscape with medium to large- scale arable fields, lines with a network of hedgerow.</p> <p>(12) The parcel consists of a gently rolling landform with small, nucleated historic hamlets and villages, to the south. It is unlikely that the topography prevents encroachment of development from the hamlets and villages. Therefore, the Green Belt designation safeguards the countryside from encroachment.</p> <p>(13) The parcel has been encroached by approximately 0.25% (2.42hectares).</p>		
<b>4. To preserve the special character of historic towns</b>		<b>No Contribution – 0</b>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p> <p>(16) See Question 14 above.</p> <p>(17) See Question 14 above.</p>		

<b>Parcel DSR 007 – (East of Church Langley)</b>		
<b>Parcel Size: 218.60 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	Strong	5
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	Strong	5
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>10</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Strong – 5</b>
<p>(1) The parcel provides an effective barrier against sprawl from Harlow, at the northwest border of Epping Forest District.</p> <p>(2) The parcel DSR-007 adjoins DSR-015 at the north eastern boundary. Both parcels are situated directly east of the M11, which provides a strong defensible boundary against potential sprawl from the eastern urban edge of Harlow.</p> <p>(3) The parcel DSR-007 is bounded to the northwest by the M11. The eastern boundary is intermittent and is represented by nothing on the ground at a number of points except from some hedgerows. The southern- eastern boundary of the parcel is strong as it follows the road Green Lane and small watercourse with substantial vegetation. The north-eastern boundary of the parcel is relatively weak as it follows the property boundaries off of Chalk Lane.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel is situated south east of Harlow, at the district boundary. It does not provide, or form part of a gap or space between towns as defined in the methodology.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt in this location does protect the countryside. The parcel consists mostly of fields used for agricultural purposes, with the exception of those that adjoin the settlements Hastingwood and Threshers Bush. There are a significant number of PROWs that line the fields, particularly towards the south- western section of the parcel. There are two LoWS (Ep115 and Ep107) along Foster Street and Mill Street as well as an area of unprotected woodland adjacent to M11. There is also an area of well-maintained allotments in close proximity to Junction 7 of the M11, along Hastingwood Road.</p> <p>(12) The parcel consists of gradually sloping arable fields that provide open views northwards towards the urban edge of Harlow. It is unlikely that the topography to prevents encroachment of development. Therefore, the Green Belt designation safeguards the countryside from encroachment.</p> <p>(13) The parcel has not been encroached by built development or other urbanising elements.</p>		



<b>4. To preserve the special character of historic towns</b>	<b>No Contribution – 0</b>
(14) There are no historic towns within or adjacent to the parcel. (15) See Question 14 above. (16) See Question 14 above. (17) See Question 14 above.	

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<b>Parcel DSR 008 – (North of North Weald Bassett)</b>		
<b>Parcel Size: 978.20</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	Moderate	3
<b>2<sup>nd</sup> GB Purpose</b>	Relatively Weak	2
<b>3<sup>rd</sup> GB Purpose</b>	Strong	5
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>10</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Moderate – 3</b>
<p>(1) The parcel does not act, in itself, as an effective barrier against sprawl from large built-up areas outside of the study area.</p> <p>(2) The parcel DSR-008 adjoins DSR-007 at the north western boundary of the parcel. Both parcels are situated directly east of the M11, which provides a strong defensible boundary against potential sprawl from the eastern urban edge of Harlow.</p> <p>(3) The majority of the parcel boundary is made up of roads, including the A414 a strong defensible boundary to the south. The eastern and northern boundaries consist of a number of different roads, including Stony Lane, Ashlyns Lane, Weald Bridge Road and Tilegate Road. The parcel boundary also partly consists of substantial tracks and lanes, but also some less well defined hedgerows. The western boundary of the parcel is strong as it follows the road Green Lane and small watercourse with substantial vegetation.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>Relatively Weak– 2</b>
<p>(4) The far eastern section of the parcel forms part of the gap between North Weald Bassett and Chipping Ongar.</p> <p>(5) A414 forms a defensible boundary at the southern edge of the parcel and Cripsey Brook forms a defensible boundary in the southern half of the parcel.</p> <p>(6) The distance of the gap between North Weald Bassett and Chipping Ongar is 3.6 km.</p> <p>(7) There is evidence of significant ribbon development along Weald Bridge Road north of North Weald Bassett.</p> <p>(8) Views along the A414 are of open arable fields, sporadic residential development and vegetation. The parcel is broadly open in nature.</p> <p>(9) The reduction of the gap would need to be very significant to compromise the separation of the towns in physical terms.</p> <p>(10) The majority of the parcel is open and any development is likely to reduce visual openness. Areas around the existing settlement are more hidden from view.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong - 5</b>
<p>(11) The Green Belt in this location does protect the countryside. The parcel is predominately used for agricultural use and has a heavy concentration of PROWs towards the north- western boundary of the parcel, which provides a network between the agricultural related buildings. Within the parcel there are two areas of deciduous woodland (Reynkyns Wood and Hall Wood) and ancient woodland (Reynkyns Wood) at the southern and north- eastern parcel boundaries. There is also an area of unprotected woodland (Canes Wood) towards the south- western boundary. As well as two LoWs (Ep145 and Ep134) towards the northern and southern boundaries. The North Weald</p>		

<p>Golf Course is situated directly north of the A414 at the southern parcel boundary.</p> <p>(12) The topography of the parcel is relatively level with slight slope that provides views to the urban edge of North Weald Bassett. It is unlikely that the topography prevents encroachment of development, given the proximity to North Weald Bassett and the open landscape. Therefore, the Green Belt designation safeguards the countryside from encroachment.</p> <p>(13) The parcel has not been encroached by built development or other urbanising elements.</p>	
<p><b>4. To preserve the special character of historic towns</b></p>	<p><b>No Contribution – 0</b></p>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p> <p>(16) See Question 14 above.</p> <p>(17) See Question 14 above.</p>	

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<b>Parcel DSR 010 – (West &amp; North West of North Weald Bassett)</b>		
<b>Parcel Size: 482.30 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	Moderate	3
<b>2<sup>nd</sup> GB Purpose</b>	Relatively Weak	2
<b>3<sup>rd</sup> GB Purpose</b>	<b>Strong</b>	<b>5</b>
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>10</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Moderate – 3</b>
<p>(1) The parcel does not act, in itself, as an effective barrier against sprawl from large built-up areas outside of the study area.</p> <p>(2) The parcel does contribute to a wider network of parcels, to form a strategic barrier against the sprawl of Harlow – particularly at the north of the parcel. The parcel adjoins parcels DSR-053 and DSR-007.</p> <p>(3) The M11 provides a strong defensible boundary at the western boundary of the parcel and the EOR railway tracks form a defensible boundary at the southern boundary.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>Relatively Weak – 2</b>
<p>(4) The parcel forms part of a gap between North Weald Bassett and Epping.</p> <p>(5) The southern boundary of the parcel follows the Epping Road. To the south of Epping Road the boundary of North Weald Bassett is defined by a dense area of woodland at the end of Pike Way, and the boundary of a golf course. The entire western boundary is provided by the M11, which could help prevent the coalescence of North Weald Bassett.</p> <p>(6) The distance of the gap between North Weald Bassett and Epping is 1.9 km.</p> <p>(7) There is no evidence of ribbon development along Epping Road (B181) between North Weald Bassett and Epping.</p> <p>(8) Views from Epping Road are of the airfield to the north and open agricultural land to the south.</p> <p>(9) Reduction of the gap would not lead to the physical connection of the towns. However, Epping, Coopersale and Thornwood are located in relative close proximity on the other side of the M11. The reduction of the gap would need to be very significant to compromise the separation of the towns in physical terms.</p> <p>(10) A reduction of the gap would not compromise the separation of the towns visually. However there is a risk that a reduction could compromise visual separation with Coopersale.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) North Weald Airfield forms a significant part of the parcel and adjoins the western boundary of North Weald Bassett and contains a large number PRoW throughout. There is also part of North Weald Golf Course at the north-eastern boundary that adjoins the A414 and North Weald Par 3 Golf Course at the southern boundary adjoining the M11 and the B181. To the east of the North Weald Par 3 Golf Course there is a small part of the ancient woodland (Roughtalley's Wood) and LoWS (Ep114).</p> <p>(12) The parcel is largely dominated by the airfield, the associated roadways and control tower. The airfield is surrounded by large slightly sloping arable fields that provide panoramic views of North Weald Bassett.</p>		

<p>It is unlikely that the topography and location prevent encroachment of development, given the proximity to North Weald Bassett and the open landscape. Therefore, the Green Belt designation safeguards the countryside from encroachment.</p>	
<p>(13) The parcel has not been encroached by built development or other urbanising elements.</p>	
<p><b>4. To preserve the special character of historic towns</b></p>	<p><b>No Contribution – 0</b></p>
<p>(14) There are no historic towns within or adjacent to the parcel.</p>	
<p>(15) See Question 14 above.</p>	
<p>(16) See Question 14 above.</p>	
<p>(17) See Question 14 above.</p>	

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<b>Parcel DSR 011 – (East of North Weald Bassett)</b>		
<b>Parcel Size: 343.20 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	Relatively Weak	2
<b>3<sup>rd</sup> GB Purpose</b>	<b>Strong</b>	<b>5</b>
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>7</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The parcel does not act, in itself, as an effective barrier against sprawl from large built-up areas outside of the study area.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of the specifically mentioned large built-up areas.</p> <p>(3) The parcel is not in close proximity to any large built-up areas.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>Relatively Weak– 2</b>
<p>(4) The parcel itself is situated south east of the town North Weald Bassett, and provides, or forms part of a gap or space between the towns North Weald Bassett and Chipping Ongar.</p> <p>(5) The parcel is enclosed by relatively strong defensible boundaries that would prevent the neighbouring towns North Weald Bassett and Chipping Ongar from merging. There are strong boundaries to north of the parcel provided by A414 and strong boundary to the south provided by railway line. The eastern boundary consists of the wooded areas of Dewley Wood and Miller's Grove connected by hedges and ditches. The western boundary forms the edge of the North Weald Bassett settlement and consists largely of garden boundary treatments (hedges or fences), but does follow a tree line in the south west corner.</p> <p>(6) The distance of the gap between North Weald Bassett and Chipping Ongar is 3.6 km.</p> <p>(7) There is no evidence of ribbon development along the A414, between North Weald Bassett and Chipping Ongar.</p> <p>(8) The parcel immediately adjoins the eastern edge of North Weald Bassett, and forms part of the gap between this village and Chipping Ongar, which is some distance further to the east. The only views of this parcel from well used thoroughfares are from the A414, where some extensive long distance views of the countryside can be seen.</p> <p>(9) Reduction of the gap would not lead to the physical connection of two or more settlements.</p> <p>(10) The parcel is relatively open and there are medium distance views of the properties of North Weald Bassett from Blake Golf Course. Extension into the green belt of the northern part of the North Weald Bassett would visually diminish the overall openness of the parcel. The southern part of the North Weald Bassett boundary is more hidden from longer distance views due to topography (the fields slope down to the settlement at this point) large fields of shrub land and the treed area around Ongar Radio Station.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong - 5</b>
<p>(11) The Green Belt in this location does protect the countryside. A large part of the parcel, at the northern boundary is used by Blakes Golf Course. The remaining fields to the east are used for agricultural or recreational purposes. Networks of PROWs are concentrated towards the western</p>		

<p>boundary of the parcel, which adjoins North Weald Bassett. There is an area of ancient woodland (Dewley Wood) at the north-eastern boundary and a smaller area of deciduous woodland (Miller's Grove) towards the south-eastern boundary. Within these parcels of woodland are two LoWS (Ep156 and Ep166). There is also a large unprotected woodland area around the Ongar Radio Station.</p> <p>(12) The parcel is characterised by gently undulating agricultural (predominantly arable) fields that provide an open view to the urban edge of North Weald Bassett, to the west. There are number of ridges and valleys that create a visually significant slope around the Ongar Radio Station, to the south west however not near enough to the eastern fringe of the village to prevent encroachment. Therefore, Green Belt designation in this parcel safeguards the countryside from encroachment.</p> <p>(13) The parcel has been encroached by approximately 1.49% (5.12 hectares) of built development or other urbanising elements, at the southwest boundary where the Tempest Mead residential area has been developed. This should be considered for release with the precise boundaries considered in the Stage 2 Review.</p>	
<p><b>4. To preserve the special character of historic towns</b></p>	<p><b>No Contribution – 0</b></p>
<p>(14) There are no historic towns within or adjacent to the parcel.          (15) See Question 14 above.          (16) See Question 14 above.          (17) See Question 14 above.</p>	

<b>Parcel DSR 013 – (West of Chipping Ongar)</b>		
<b>Parcel Size: 160.0</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	Weak	1
<b>3<sup>rd</sup> GB Purpose</b>	Strong	5
<b>4<sup>th</sup> GB Purpose</b>	Relatively Weak	2
<b>Total</b>		<b>8</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The parcel does not act, in itself, as an effective barrier against sprawl from large built-up areas outside of the study area.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of the specifically mentioned built-up areas.</p> <p>(3) The parcel is not in close proximity to any built-up areas.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>Weak – 1</b>
<p>(4) The parcel itself is situated directly west of the town Chipping Ongar. It therefore provides, or forms part of a gap or space between the towns Chipping Ongar and North Weald Bassett</p> <p>(5) The parcel has a strong boundary to north provided by A414 and to the south by the railway line). The eastern boundary that adjoins with Ongar is weak in most places, relying mainly on back garden fences and hedges. The western boundary is a combination of wooded areas such as Miller's Grove and Dewley Wood connected by ditches and mature hedgerows and trees.</p> <p>(6) The distance of the gap between Chipping Ongar and North Weald Bassett is 3.6 km.</p> <p>(7) There is no evidence of ribbon development along the A414, between Chipping Ongar and North Weald Bassett.</p> <p>(8) The eastern edge of this parcel directly adjoins Chipping Ongar, and reaches westwards towards Tyler's Green and North Weald Bassett. It gives the perception of open countryside from the A414.</p> <p>(9) The reduction of the gap would not lead to the physical connection of two or more settlements.</p> <p>(10) A reduction in the gap would not compromise the separation of the towns visually. However development in the parcel is likely to lead to reduction of the overall openness of the parcel.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt in this location protects the countryside. The majority of land in the parcel is agricultural. There is an area of deciduous woodland (Pickle's Gardens) located close to the centre of the parcel and is visible from some distance, in numerous directions. This area of woodland contains a LoWS (Ep172). There is also an area of deciduous woodland that adjoins Chipping Ongar at the north- eastern parcel boundary and an area of unprotected woodland towards the south- western boundary.</p> <p>(12) The topography of DSR-013 is characterised by gently undulating agricultural (predominantly arable) fields that provide an open view to the urban edge of Chipping Ongar to the east. It is unlikely that the topography and location relative to existing development prevents encroachment. Therefore, Green Belt designation in this parcel safeguards the countryside from encroachment.</p> <p>(13) There is no evidence of encroachment or other urbanising elements within the parcel.</p>		



<b>4. To preserve the special character of historic towns</b>	<b>Relatively Weak – 2</b>
<p>(14) The north eastern parcel boundary abuts the historic town Chipping Ongar. The eastern parcel boundary adjoins the historic core of the town Chipping Ongar, which is within a designated conservation area and contains a large number of listed buildings.</p> <p>(15) The parcel abuts the Great Stony Park conservation area at the northern edge of the historic town within Green Belt land. The Great Stony Park consists of residential buildings that are sited around a large central green. The layout of the site separates the buildings visually and physically from the land, north, south and west of the conservation area.</p> <p>(16) The contribution of the Green Belt land in relation to the northern edge of the town is limited, because of the isolated nature of the development (please see Q15 above). A 1950s residential development separates the Green Belt land within parcel DSR-013, from the central core of the historic town, at the south eastern boundary.</p> <p>(17) Although the north eastern parcel boundary abuts the historic town, it is unlikely that the removal of the Green Belt designation would cause harm to the setting and significance of this area, because of the weak physical and visual relationship.</p>	

<b>Parcel DSR 014 – (West of Shelley)</b>		
<b>Parcel Size: 129.95 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	<b>Strong</b>	<b>5</b>
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>5</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The parcel does not act, in itself, as an effective barrier against sprawl from large built-up areas outside of the study area.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of the specifically mentioned built-up areas.</p> <p>(3) The parcel is not in close proximity to any built-up areas.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel is situated directly northwest of the town Chipping Ongar and west of the Shelley Estate (which is contiguous with Chipping Ongar). It therefore provides, or forms part of a gap or space between the towns Chipping Ongar and North Weald Bassett</p> <p>(5) The A414 provides a strong defensible boundary along the southern border. The eastern boundary is a combination of Cripsey Brook/edge of Ongar and Moreton Road. The western boundary is provided by Stoney Lane and the northern boundary is provided by access drive to Blake Hall and significant tree line around Round Spring and towards Moreton Road.</p> <p>(6) The distance of the gap between Chipping Ongar and North Weald Bassett is 3.6 km.</p> <p>(7) There is no evidence of ribbon development along the A414, between Chipping Ongar and North Weald Bassett.</p> <p>(8) The eastern edge of this parcel directly adjoins Chipping Ongar, and reaches westwards towards Tyler's Green and North Weald Bassett. It gives the perception of open countryside from the A414.</p> <p>(9) A reduction of the gap would not lead to the physical connection of two or more settlements.</p> <p>(10) The nearest settlement to the west is North Weald Bassett, which is not visible.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) Yes, the Green Belt designation here protects countryside that is in use for agriculture, forestry, outdoor sport and recreation and cemeteries. Around Blake Hall there are large areas of unprotected woodland, which cover both access routes to the Hall. Within the perimeters of Blake Hall is a relatively small LoWS (Ep179). The parcel also includes two areas of deciduous woodland (Round Spring and Long Walk) to the north and around the boundary of the Blake Hall conservation area, creating a visually distinctive area within this parcel. The fields outside of the Blake Hall grounds are mostly used for agricultural purposes, with only one PRow running along the eastern boundary of Cripsey Brook, along the Chipping Ongar settlement boundary.</p> <p>(12) The topography of DSR-014 is characterised by gently undulating agricultural (predominantly arable) fields that provide an open view to the urban edge of Chipping Ongar to the south east. It is unlikely that the topography and location relative to existing development prevents encroachment. Therefore, Green Belt designation in this parcel safeguards the countryside from</p>		

encroachment.	
(13) There is no evidence of encroachment or other urbanising elements within the parcel.	
<b>4. To preserve the special character of historic towns</b>	<b>No Contribution – 0</b>
(14) The south eastern parcel boundary adjoins the historic town Chipping Ongar.	
(15) In the second half of the 20 <sup>th</sup> century, Chipping Ongar was extended to accommodate commuters. As a result the Shelley Estate to the north of the town and Marden Ash Estate to the south were developed and are sited at either end of the historic core of the town.	
(16) Given that the parcel does not have a physical or visual relationship with the historic core of Chipping Ongar, it is unlikely that the open character of the Green Belt land in this parcel would contribute positively to the significance of the town and/or heritage assets within the town.	
(17) Given that the parcel does not have a physical or visual relationship with the historic core of Chipping Ongar, it is unlikely that the consequent loss of openness from the urbanising development on the land within parcel DSR-014 would cause harm to the setting and significance of the historic town and heritage assets within the town.	

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<b>Parcel DSR 015 – (North of Chipping Ongar)</b>		
<b>Parcel Size: 2,524.00 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	Moderate	3
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	Strong	5
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>8</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Moderate – 3</b>
<p>(1) The parcel provides an effective barrier against sprawl from Harlow, at the northeast border of Epping Forest District.</p> <p>(2) The parcel adjoins DSR-007 at the south western boundary. Both parcels are situated directly east of the M11, which provides a strong defensible boundary against potential sprawl from the eastern urban edge of Harlow.</p> <p>(3) The parcel has strong northern boundary provided by Matching Road and Harlow Road as well as the bottom of Matching. The boundary is less strong around the edge of Matching Green, where it consists mostly of hedge rows or fences. The eastern boundary is strong where it follows the roads of Little Laver Road, Moreton Road and Ongar Road (B184). However there are long sections where the parcel boundary follows nothing on the ground. The southern boundary adjoins the urban edge of Chipping Ongar and follows the roads of Moreton Road, Stony Lane and Ashlyns Lane. Although the roads provide a strong defensible barrier, there are areas along the boundary that are considered to be weak, as the boundary follows nothing on the ground.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel does not form part of a gap between the towns identified in the methodology.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation here protects countryside that is in use for agriculture, forestry, outdoor sport and recreation, cemeteries and local transport infrastructure. The parcel consists mostly of fields used for agricultural purposes, with a large network of PRoWs. There is an ancient woodland area (Matching Park) which contains a LoWS (Ep150) forms part of the parcels northern boundary. As well as a small area of deciduous woodland and two LoWS (Ep163 and Ep161), towards the north- western boundary. There are also small areas of unprotected woodland to the south- east of Moreton. There are a number of LoWS peppered throughout the parcel, two of which run along Faggoters Lane and New Way Lane (Ep155 and Ep142) towards the north-western boundary; as well as the two LoWS (Ep154 and 146) at the south- western boundary and a further three LoWS (EP173, Ep175 and Ep170) in close proximity to the settlement Moreton. Within Moreton, towards the southern boundary, there is an allotment garden as well as the Lakeview</p>		

<p>Caravan Park. There is also an allotment garden at the urban edge of Chipping Ongar</p> <p>(12) Within the parcel there are a series of valleys which are encapsulated by ridges, resulting in an undulating landform and visually significant slopes, at the northern edge of the town Chipping Ongar. It is likely that the topography and the location may help prevent encroachment from existing development.</p> <p>(13) The parcel has been encroached by approx. 0.17% (4.26 hectares) of built development or other urbanising elements, predominately around Moreton and High Laver.</p>	
<p><b>4. To preserve the special character of historic towns</b></p>	<p><b>No Contribution – 0</b></p>
<p>(14) The southern parcel boundary adjoins the historic town Chipping Ongar. The Shelley Estate at the northern edge of the town creates a strong barrier between the parcel and the historic core of Chipping Ongar.</p> <p>(15) In the second half of the 20<sup>th</sup> century, Chipping Ongar was extended to accommodate commuters. As a result the Shelley Estate to the north of the town and Marden Ash Estate to the south were developed and are sited at either end of the historic core of the town. Because DSR-015 abuts the Shelley Estate, there is weak relationship between the Green Belt land in this parcel and the setting of the historic core of Chipping Ongar and/ or any heritage assets.</p> <p>(16) Given that the parcel does not have a physical or visual relationship with the historic core of Chipping Ongar. It is unlikely that the open character of the Green Belt land in this parcel would contribute positively to the significance of the town and/or heritage assets within the town.</p> <p>(17) Given that the parcel does not have a physical or visual relationship with the historic core of Chipping Ongar. It is unlikely that the consequent loss of openness from the urbanising development on the land within parcel DSR-015 would cause harm to the setting and significance of the historic town and heritage assets within the town.</p>	

<b>Parcel DSR 016 – (North East of Chipping Ongar)</b>		
<b>Parcel Size: 681.60 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	Strong	5
<b>4<sup>th</sup> GB Purpose</b>	Weak	1
<b>Total</b>		<b>6</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The parcel does not act, in itself, as an effective barrier against sprawl from large built-up areas outside of the study area.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of the specifically mentioned built-up areas.</p> <p>(3) The parcel is not in close proximity to the specifically mentioned built-up areas.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel does not provide, or form part of, a gap or space between towns. The parcel is connected to Fyfield to the north and Ongar to the southwest.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation here protects appropriate Green Belt development in the countryside.</p> <ul style="list-style-type: none"> <li>- The fields within the parcel are mostly used for agricultural purposes, with the exception of the fields directly north- east of the settlement Chipping Ongar and south of Fyfield, which are used for recreational activities.</li> <li>- There is an area of ancient woodland (Witney Wood), which contains a LoWs (Ep206) at the eastern border. Moving westward there is a strip of unprotected woodland running to the south of Cannon's Green, which is partly used as a bridleway. There are two areas of unprotected woodland running further south from this point, the first is either side of the River Roding to the north of The Rookery and the second is again alongside the River north of the A414. There is also large deciduous woodland around North Mandeville. To the north of Cannon's Green is a relatively large LoWS (Ep200), which follows Herons Lane and a track.</li> <li>- Relative to the size of the parcel, there are not a large amount of PROWs. There are however a few that mostly follow the River Roding.</li> </ul> <p>(12) The topography of DSR-016 is characterised by gently undulating agricultural (predominantly arable) fields with a number of visually significant slopes that provide an open view to the urban edge of the town Chipping Ongar. It is unlikely that the topography of the land at the urban edge would be able to prevent encroachment. Therefore, Green Belt designation in this parcel safeguards the countryside from encroachment.</p>		

<p>(13) The parcel has been encroached by approximately .43% (3.04 hectares) of built development or other urbanising elements at the residential development near Chipping Ongar Leisure Centre, the Fyfield Business and Research Park east of Fyfield Road and around Fyfield village.</p>	
<p><b>4. To preserve the special character of historic towns</b></p>	<p><b>Weak – 1</b></p>
<p>(14) The south western parcel boundary adjoins the historic town Chipping Ongar. The Shelley Estate at the northern edge of the town creates a strong barrier between the parcel and the historic core of Chipping Ongar. Although the parcel is in close proximity to the Great Stony Park conservation at the south-western boundary, the A414 and significant hedgerow provide a strong barrier.</p> <p>(15) The parcel abuts the Great Stony Park conservation area at the northern edge of the historic town within Green Belt land. The Great Stony Park consists of residential buildings that are sited around a large central green. The layout of the site separates the buildings visually and physically from the land, north, south and west of the conservation area.</p> <p>(16) The contribution of the Green Belt land in relation to the northern edge of the town is limited, because of the isolated nature of the development (please see to Q15). A 1950s residential development separates the Green Belt land within parcel DSR-013, from the central core of the historic town, at the south eastern boundary.</p> <p>(17) Although the south western parcel boundary abuts the historic town, it is unlikely that the removal of the Green Belt designation would cause harm to the setting and significance of this area, because of the weak physical and visual relationship.</p>	

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<b>Parcel DSR 017 – (North East of High Ongar)</b>		
<b>Parcel Size: 193.20 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	<b>Strong</b>	<b>5</b>
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>5</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The parcel does not act, in itself, as an effective barrier against sprawl from large built-up areas outside of the study area.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of the specifically mentioned built-up areas.</p> <p>(3) The parcel is not in close proximity to the specifically mentioned built-up areas.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel does not provide, or form part of, a gap or space between towns.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation here protects appropriate Green Belt development in the countryside. The parcel consists mostly of open fields that are used for agricultural purposes with a number of PRoWs throughout. At the south-western parcel boundary, there is a small area of deciduous woodland that adjoins the A414, Norton Heath and Willingale Road. This woodland area contains a LoWS (Ep213).</p> <p>(12) The parcel encompasses large open, gently sloping arable fields that provide long distance views across the farmland from the village Nine Ashes, to the south. It is unlikely that the topography prevents encroachment of development from the village. Therefore, the Green Belt designation safeguards the countryside from encroachment.</p> <p>(13) The parcel has not been encroached by built development or other urbanising elements.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>No Contribution – 0</b>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p> <p>(16) See Question 14 above.</p> <p>(17) See Question 14 above.</p>		



<b>Parcel DSR 018 – (North of Norton Heath)</b>		
<b>Parcel Size: 1,799.00 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	<b>Strong</b>	<b>5</b>
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>5</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The parcel adjoins the LPAs of Uttlesford and Chelmsford at the northern and eastern boundary. The parcel does not act, in itself, as an effective barrier against sprawl from large built-up areas outside of the study area.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of the specifically mentioned built-up areas.</p> <p>(3) The parcel is not in close proximity to the specifically mentioned built-up areas.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel does not provide, or form part of, a gap or space between towns.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation here protects appropriate Green Belt development in the countryside.</p> <ul style="list-style-type: none"> <li>- The parcel consists mostly of fields used for agricultural purposes and a large network of PRoWs and National Trail routes. There are also a large number of protected and unprotected areas of woodland. The largest area is an ancient woodland (Beech Wood) that contains three LoWS (Ep222, Ep219 and Ep214) which follows the northern parcel boundary before turning southwards (see photos DSR-018 137, 138, 140 and 142).</li> <li>- There is a deciduous woodland and two areas of ancient woodland (Bushey- Hays Spring and Rows Wood), which contain the LoWS (Ep221 and Ep220) at the eastern boundary (see photos DSR-018 117 and 118). Further along, towards the south- eastern boundary are two LoWS (Ep218 and Ep217).</li> <li>- North of Spains Hall Road, at the centre of the parcel is an area of ancient woodland (Spains Wood), which contains a LoWS (Ep215). South of Spains Hall Road is an area of deciduous woodland (Stockfield Spring). Further west, is an ancient Woodland (Witney Wood) and deciduous woodland that contain LoWS (Ep206 and Ep211), and form part of the parcel boundary (see photos DSR-018 64, 65, 66, 68 and 77).</li> <li>- There are pockets of unprotected woodland that are situated to the south of Pigstye Green Road (see photos DSR-018 44 and 48) and along the south western boundary between Norton Mandeville.</li> </ul>		

<p>(12) The topography consists of gently undulating, predominantly arable farmland which encompasses a series of large arable field systems in close proximity to the small hamlet Willingale, to the west. The open character of the landscape provides panoramic views to the edge of the hamlet. It is unlikely that the topography and location prevents encroachment of development. Therefore, Green Belt designation in this parcel safeguards the countryside from encroachment.</p> <p>(13) The parcel has been encroached by approx. 0.03% (.46 hectares) of built development or other urbanising elements, towards the south-western boundary</p>	
<p><b>4. To preserve the special character of historic towns</b></p>	<p><b>No Contribution – 0</b></p>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p> <p>(16) See Question 14 above.</p> <p>(17) See Question 14 above.</p>	

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<b>Parcel DSR 020 – (West and North of Willingale)</b>		
<b>Parcel Size: 333.30 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	<b>Strong</b>	<b>5</b>
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>5</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The parcel adjoins the Uttlesford district at the northern boundary. The parcel does not act, in itself, as an effective barrier against sprawl from large built-up areas outside of the study area.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of the specifically mentioned built-up areas.</p> <p>(3) The parcel is not in close proximity to the specifically mentioned built-up areas.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel does not provide, or form part of, a gap or space between towns.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation here protects appropriate Green Belt development in the countryside.</p> <ul style="list-style-type: none"> <li>- The northern section of the parcel consists mostly of fishing lakes, with some areas woodland following alongside the River Roding as well as some around Millers Green.</li> <li>- There are substantial flooding areas around the River Roding which runs from north to southwest in the parcel. The river is accompanied by a wide variety of planting along the majority of its course.</li> <li>- Most of the PRoWs are concentrated towards the southern part of the parcel.</li> </ul> <p>(12) To the south east the topography is characterised by a gently undulating landscape that provides open views to the small hamlet Willingale. It is unlikely that the topography and location relative to existing development would be able to prevent encroachment. To the north and west the corridor of the River Roding creates gently sloping valley sides. Therefore it is unlikely that the topography prevents encroachment.</p> <p>(13) The parcel has been encroached by approximately 0.06% (0.19 hectare) at the southwest boundary of the parcel.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>No Contribution – 0</b>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p> <p>(16) See Question 14 above.</p>		

(17) See Question 14 above.

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<b>Parcel DSR 021 – (The Rodings)</b>		
<b>Parcel Size: 2,043.00 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	<b>Strong</b>	<b>5</b>
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>5</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The parcel adjoins the Uttlesford district at the northern boundary. The parcel does not act, in itself, as an effective barrier against sprawl from large built-up areas outside of the study area.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of the specifically mentioned built-up areas.</p> <p>(3) The parcel is not in close proximity to the specifically mentioned built-up areas.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel does not provide, or form part of, a gap or space between towns.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation here protects appropriate Green Belt development in the countryside.</p> <ul style="list-style-type: none"> <li>- The parcel contains a number of woodland areas. Most notably the four areas of ancient woodland (Buckles Wood, Enville Wood, Little Wood and Nor Wood) along the western edge of the parcel. There are a number of woodland areas in the parcel. There are also a number of unprotected woodlands at the northern boundary eastern boundary and the centre of the parcel.</li> <li>- Much like the adjoin parcels; DSR-021 consists mostly of fields used for agricultural purposes and a large amount of PRowS, bridleways and the Three Forest National Trail. There is also a playing field that adjoins the settlement Abbess Roding, towards the northern boundary and a sports ground at the southern boundary.</li> </ul> <p>(12) The parcel consists of a gently rolling landform with small, historic hamlets and villages, (such as Abbess Roding and Beauchamp Roding) scattered throughout. It is unlikely that the topography prevents encroachment of development from the hamlets and villages. Therefore, the Green Belt designation safeguards the countryside from encroachment.</p> <p>(13) The parcel has been encroached by approx. 0.21% (4.24 hectares) predominately south of Abbess Roding and southwest of Fyfield.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>No Contribution – 0</b>

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| <p>(14) There are no historic towns within or adjacent to the parcel.<br/>(15) See Question 14 above.<br/>(16) See Question 14 above.<br/>(17) See Question 14 above.</p> |
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<b>Parcel DSR 022 – (Nine Ashes)</b>		
<b>Parcel Size: 480.50 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	<b>Strong</b>	<b>5</b>
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>5</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The parcel adjoins the Brentwood Borough's boundary at the south east border of the Epping Forest District. The parcel does not act, in itself, as an effective barrier against sprawl from large built-up areas outside of the study area.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of the specifically mentioned built-up areas.</p> <p>(3) The parcel is not in close proximity to the specifically mentioned built-up areas.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel does not provide, or form part of, a gap or space between towns.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation here protects appropriate Green Belt development in the countryside. The parcel consists mostly of fields used for agricultural purposes, with the exception of the land that directly adjoins the ribbon development along Rookery Road and King Street. The PRoWs follow the field boundary roads and link to the main streets to providing residents with access. There is also a horse riding school at the north-eastern boundary of the parcel.</p> <p>(12) The linear village Nine Ashes runs north to south across the area and is surrounded by a patchwork of arable fields. The relatively flat terrain provides open, panoramic views across the farmland to the edges of the village. It is unlikely that the topography and location prevent encroachment. Therefore, the Green Belt designation safeguards the countryside from encroachment.</p> <p>(13) The parcel has been encroached by approximately .04% (.21 hectares) near Paslow Wood Common.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>No Contribution – 0</b>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p> <p>(16) See Question 14 above.</p>		

(17) See Question 14 above.

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<b>Parcel DSR 023 – (East of Chipping Ongar)</b>		
<b>Parcel Size: 494.10 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	Strong	5
<b>4<sup>th</sup> GB Purpose</b>	Strong	5
<b>Total</b>		<b>10</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The parcel adjoins the Brentwood Borough's boundary at the south east border of the Epping Forest District. The parcel does not act, in itself, as an effective barrier against sprawl from large built-up areas outside of the study area.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of the specifically mentioned built-up areas.</p> <p>(3) The parcel is not in close proximity to the specifically mentioned built-up areas.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel does not provide, or form part of, a gap or space between towns. However if High Ongar were classified as a 'town' the western section of the parcel would be a very important gap between it and Chipping Ongar.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation here protects appropriate Green Belt development in the countryside. The Green Belt designation in this area protects a number of countryside uses.</p> <ul style="list-style-type: none"> <li>- The site of Ongar Castle, Chipping Ongar playing field and recreational grounds are situated at the western boundary, where the parcel adjoins the town Chipping Ongar. Towards the centre of the parcel, there are allotment gardens and camping grounds, west of the settlement High Ongar.</li> <li>- The remaining land consists mostly of arable land, with pockets of woodland mostly to the west and north of High Ongar. Within the woodland between the settlements is a relatively large LoWS, as well as a network of PRoWs, which are mostly concentrated around the urban edges.</li> </ul> <p>(12) The parcel encompasses gently or steeply sloping valley sides which often facilitate views across and along the valley to the town Chipping Ongar and the village High Ongar. It is unlikely that the topography of the land at the urban edge prevents encroachment. Therefore, Green Belt designation in this parcel safeguards the countryside from encroachment.</p> <p>(13) The parcel has been encroached by approx. 0.27% (1.31 hectares) east of High Ongar.</p>		

4. To preserve the special character of historic towns	Strong– 5
<p>(14) The parcel borders a large section of Chipping Ongar’s historic core, which contains a large number of listed buildings and one Schedule Monument (Ongar Castle). The Great Stony Park conservation area is sited on the northern edge of the historic town is entirely within Green Belt land. However, the Green Belt appears to be making little contribution to this purpose in the eastern section of this parcel.</p> <p>(15) The parcel adjoins the historic core of the town Chipping Ongar at the western boundary, which is within a designated conservation area and contains a large number of listed buildings. Within the parcel there are fourteen listed buildings, three conservation areas and two scheduled monuments.</p> <p>Three of the listed buildings (Mulberry Cottages, stable at Mulberry Cottage and Crownland Farmhouse ) are situated along the A414, at the western boundary; One of the listed buildings (Church of St Mary the Virgin) is situated within the High Ongar conservation area, along the Street, north of the settlement High Ongar; three of the listed buildings (Paslow Hall, Nash Hall and Mulberry House) are situated towards the eastern edge of High Ongar; one of the listed buildings (Old Cottage) is situated along Mill Lane; one listed building (Newhouse Farmhouse) is situated along Stondon Road, at the eastern edge of the town Chipping Ongar; five of the listed buildings (White House, outbuilding, Castle House, granary and barn) and two scheduled monuments (Ongar Castle and tomb) are situated within the Chipping Ongar conservation area, east of the town; and the Great Stony Park conservation area is situated at the northwestern boundary.</p> <p>There are a significant number of listed buildings within the historic core of the town Chipping Ongar at the eastern boundary, and within the settlement High Ongar towards the northern boundary.</p> <p>(16) Chipping Ongar has to date retained the visual appearance of a ‘historic town’, and the street plan, castle and church are all prominent reminders of its medieval origins. The built-up area of the historic core consists mostly of narrow properties fronting either side of the High Street. Therefore, it is unlikely that Green Belt land would contribute to the significance of the town or heritage assets in this section, because the focal point of the medieval buildings was on the main road, rather than the open character of the land.</p> <p>However, the Castle mote, inner bailey and the above ground portions of the town enclosure earthwork are Scheduled and sited on top of slightly elevated land, to which open character of the Green Belt land contributes positively both visually and physically. The Green Belt land also contributes positively to the significance of the Great Stony Park conservation area at the northern edge of the historic town. The Great Stony Park consists of residential buildings that are sited around a large central green with an opening to the east. The layout of the site separates the buildings visually and physically from the land, north, south and west of the conservation area, but allows for open rural views to the east. The removal of the Green Belt designation and consequent loss of openness from the urbanising development on the land that abuts the urban edge would cause harm to the historic linear pattern.</p> <p>(17) The removal of the Green Belt designation and consequent loss of openness from the urbanising development on the land that abuts the urban edge would cause harm to the historic linear pattern. However, the Green Belt appears to be making little contribution to this purpose in the eastern section of this parcel.</p>	

<b>Parcel DSR 024 – (West and South West of Chipping Ongar)</b>		
<b>Parcel Size: 2,212.00 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	Strong	5
<b>4<sup>th</sup> GB Purpose</b>	Relatively Weak	2
<b>Total</b>		<b>7</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The parcel adjoins the Brentwood Borough's boundary at the south east border of the Epping Forest District. The parcel does not act, in itself, as an effective barrier against sprawl from large built-up areas outside of the study area.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of the specifically mentioned built-up areas.</p> <p>(3) The parcel is not in close proximity to the specifically mentioned built-up areas.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel does not provide, or form part of, a gap or space between towns.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation here protects appropriate Green Belt development in the countryside. With the exception of Chipping Ongar, the parcel is characterised by open countryside (predominantly arable farmland) interspersed by small hamlets/villages, pockets of woodland, playing fields at the south-eastern boundary and Toothill Golf Course to the centre north of the parcel. Development of the parcel would have reduce the overall openness of the parcel in a visual sense.</p> <p>(12) This area is characterised by the gently undulating farmland with long open views to the town Chipping Ongar. It is unlikely that the topography of the land at the urban edge prevents encroachment. Therefore, Green Belt designation in this parcel safeguards the countryside from encroachment.</p> <p>(13) The parcel has not been encroached by built development or other urbanising elements.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>Relatively Weak – 2</b>
<p>(14) The parcel adjoins the historic town Chipping Ongar at the north- eastern boundary.</p> <p>(15) The parcel borders a large section of Chipping Ongar's historic core, which contains a large number of listed buildings.</p> <p>(16) Chipping Ongar has to date retained the visual appearance of a 'historic town', and the street plan, castle and church are all prominent reminders of its medieval origins. The built-up area of</p>		

the historic core consists mostly of narrow properties fronting either side of the High Street. Therefore, it is unlikely that Green Belt land would contribute to the significance of the town or heritage assets in this section, because the focal point of the medieval buildings was on the main road, rather than the open character of the land.

- (17) The removal of the Green Belt designation and consequent loss of openness from the urbanising development on the land that abuts the urban edge would cause harm to the historic linear pattern. It is unlikely that the loss of openness from urbanising Green Belt land south of Stondon Road and east of the Marden Ash Estate would cause harm to the setting of the historic town and heritage assets, as the 1950's development provides a strong physical barrier.

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<b>Parcel DSR 025 – (South East of North Weald Bassett)</b>		
<b>Parcel Size: 602.42 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	<b>Strong</b>	<b>5</b>
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>5</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The parcel adjoins the Brentwood Borough's boundary at the south east border of the Epping Forest District. The parcel does not act, in itself, as an effective barrier against sprawl from large built-up areas outside of the study area.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of the specifically mentioned built-up areas.</p> <p>(3) The parcel is not in close proximity to the specifically mentioned built-up areas.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel forms part of the gap between the towns of Chipping Ongar and North Weald Bassett, south of the Epping Ongar Railway.</p> <p>(5) The northern boundary follows the Epping Ongar Railway, which is considered a very strong boundary. Strong eastern boundary formed by Ongar Park Wood / Mount Wood / Gravel Pit Wood. South boundary formed by brook – some stretches includes thick mature woodland creating a strong boundary. Parcel boundary to the southeast is relatively indefensible prominently being formed by field boundaries.</p> <p>(6) The distance between the towns Chipping Ongar and North Weald Bassett is 3.6km.</p> <p>(7) There are no well-used thoroughfares between Chipping Ongar and North Weald Bassett and no evidence of ribbon development. There is evidence of ribbon development along the routes radiating from Toothill- development within these areas of the parcel could consolidate and extend ribbon development.</p> <p>(8) The overall perception is one of open countryside.</p> <p>(9) It is unlikely that a reduction in the gap would compromise the physical separation of the towns however it could compromise the openness of the parcel.</p> <p>(10) It is unlikely that a reduction in the gap would compromise the visual separation of the towns however it could compromise the openness of the parcel.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation here protects appropriate Green Belt development in the countryside. With the exception of Chipping Ongar, the parcel is characterised by open countryside (predominantly arable farmland) interspersed by small hamlets/villages, pockets of woodland, playing fields at the south- eastern boundary and Toothill Golf Course to the centre north of the parcel. Development of the parcel would have reduce the overall openness of the parcel in a visual sense.</p> <p>(12) The village Toot Hill is at the centre of the parcel, surrounded by a patchwork of elevated, relatively flat terrain with a subtle ridge landform, which overlooks the surrounding areas of lower</p>		

<p>undulating farmland. It is unlikely that the topography and location would be able to prevent encroachment of development, given the proximity to the village. Therefore, the Green Belt designation safeguards the countryside from encroachment.</p> <p>(13) The parcel has been encroached by approx. 0.07% (0.41 hectares) of built development at Toot Hill village at the junction of Tool Hill Road and School Road.</p>	
<p><b>4. To preserve the special character of historic towns</b></p>	<p><b>No Contribution – 0</b></p>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p> <p>(16) See Question 14 above.</p>	

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<b>Parcel DSR 026 – (South of North Weald Bassett)</b>		
<b>Parcel Size: 106.00 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	<b>Strong</b>	<b>5</b>
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>5</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The parcel does not act, in itself, as an effective barrier against sprawl from large built-up areas outside of the study area.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of the specifically mentioned built-up areas.</p> <p>(3) The parcel is not in close proximity to the specifically mentioned built-up areas.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel forms part of the gap between the towns of Chipping Ongar and North Weald Bassett. The parcel adjoins the town North Weald Bassett, at the northern boundary. The EOR railway tracks provide a strong defensible boundary between the parcel and the settlement.</p> <p>(5) The Birching Coppice provides a good physical barrier at the western and south –western edge of the site. The EOR tracks provide a strong defensible barrier at the northern boundary. The eastern edge is bounded by a relatively strong farm track that crosses the EOR tracks at the north – east corner. However, the south- eastern edge consists of a hedgerow that has large openings.</p> <p>(6) The distance between the towns Chipping Ongar and North Weald Bassett is 3.6km.</p> <p>(7) There are no well-used thoroughfares between Chipping Ongar and North Weald Bassett. There is no evidence of ribbon development.</p> <p>(8) There are no well-used thoroughfares between towns that pass through this parcel.</p> <p>(9) The considerable distance between the parcel and Chipping Ongar means that a reduction in the gap would not compromise the physical separation of the towns.</p> <p>(10) A reduction in the gap could compromise the openness of the parcel visually however there is no real threat of visual separation of the towns.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation here protects the countryside. The parcel is mostly used or agricultural purposes, with the exception of the woodland burial ground at the northern boundary, along Kiln Road. There are three PRoW that pass through the parcel, along the perimeters of fields and two that follow the southern boundary.</p> <p>(12) The parcel is characterised by gently undulating agricultural (predominantly arable) fields, with a visually significant slope that runs north- south across the area, which provides an open view to the urban edge of North Weald Bassett, to the north. It is unlikely that the topography would be able to prevent encroachment. Therefore, Green Belt designation in this parcel safeguards the countryside from encroachment.</p> <p>(13) There is no evidence of encroachment or other urbanising elements within the parcel.</p>		

<b>4. To preserve the special character of historic towns</b>	<b>No Contribution - 0</b>
(14) There are no historic towns within or adjacent to the parcel. (15) See Question 14 above. (16) See Question 14 above. (17) See Question 14 above.	

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<b>Parcel DSR 027 – (South West of North Weald Bassett)</b>		
<b>Parcel Size: 418.20 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	<b>Strong</b>	<b>5</b>
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>5</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The parcel does not act, in itself, as an effective barrier against sprawl from large built-up areas outside of the study area.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of the specifically mentioned built-up areas.</p> <p>(3) The parcel is not in close proximity to the specifically mentioned built-up areas.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel does not provide, or form part of, a gap or space between towns.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation here protects appropriate Green Belt development in the countryside. The parcel consist of a significant amount of deciduous and ancient woodland (Roughtalley's Wood, Birching Coppice, Hawkshill Wood and Beachet Wood) that forms a strip from the western to the eastern boundary, as well as the entire eastern and northern boundary. Towards the centre of the parcel there are some open fields that are connected to Gaynes Park Mansion. The remaining open fields, towards the north- western and southern boundaries are used mostly for agricultural purposes. There are a number PRoWs that line and pass through the areas of woodland and agricultural fields at the southern boundary.</p> <p>(12) The parcel is set on a ridge of higher land that overlooks surrounding undulating farmland. Having regard to the existing development at Mount End village, it is unlikely that the topography would be able to prevent encroachment of development. Therefore, Green Belt designation in this parcel safeguards the countryside from encroachment.</p> <p>(13) There is no evidence of encroachment or other urbanising elements within the parcel.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>No Contribution – 0</b>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p> <p>(16) See Question 14 above.</p> <p>(17) See Question 14 above.</p>		

<b>Parcel DSR 029 – (North East of M11/M25 interchange)</b>		
<b>Parcel Size: 260.60 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	Relatively Strong	4
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>4</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The parcel does not act, in itself, as an effective barrier against sprawl from large built-up areas outside of the study area.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of the specifically mentioned built-up areas.</p> <p>(3) The parcel is not in close proximity to the specifically mentioned built-up areas.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel does not provide, or form part of, a gap or space between towns.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Relatively Strong – 4</b>
<p>(11) The Green Belt designation here protects appropriate Green Belt development in the countryside. The parcel consists mostly of fields used for agricultural purposes, with the exception of the relatively large Hobbs Cross golf course at the south-western corner and the pockets of woodland at the centre of the parcel and towards the south-eastern boundary.</p> <p>(12) The parcel encompasses a strongly undulating topography, which creates a number of ridges and slopes however given the location of the parcel relative to existing development, it is unlikely the Green Belt designation in this land parcel prevents encroachment.</p> <p>(13) There is no evidence of encroachment or other urbanising elements within the parcel.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>No Contribution – 0</b>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p> <p>(16) See Question 14 above.</p> <p>(17) See Question 14 above.</p>		

<b>Parcel DSR 030 – (North and West of Abridge)</b>		
<b>Parcel Size: 895.5 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	<b>Strong</b>	<b>5</b>
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>5</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The parcel does not act, in itself, as an effective barrier against sprawl from large built-up areas outside of the study area.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of the specifically mentioned built-up areas.</p> <p>(3) The parcel is not in close proximity to the specifically mentioned built-up areas.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel does not provide, or form part of, a gap or space between towns.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation here protects appropriate Green Belt development in the countryside. The majority of the land within this parcel is used for agricultural purposes that are lined with PRoWs, and small LoWS to the southwest corner of the site adjacent to the Junction 5 of the M11. Three small areas of designated woodland (LoWS) to the northeast of the site at Hilly Spring, Bartlemy Grove and Bush Grove. There is also the Abridge golf course at the north-western boundary and Woolston Manor golf course at the south-western boundary.</p> <p>(12) To the north, the parcel encompasses a strongly undulating topography, which creates a number of ridges and slopes and to the south east, the ground is relatively level and abuts the small village Abridge. It is unlikely that the topography and location would be able to prevent encroachment of development, given the proximity to the village and the level landform. Therefore, the Green Belt designation safeguards the countryside from encroachment.</p> <p>(13) The parcel has been encroached by approximately 0.21% (1.9 hectares) north of Abridge, near Hobbs Cross and south of Abridge Golf Course.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>No Contribution – 0</b>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p> <p>(16) See Question 14 above.</p> <p>(17) See Question 14 above.</p>		

<b>Parcel DSR 033 – (Land Surrounding Stapleford Abbots)</b>		
<b>Parcel Size: 1,130.00 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	Moderate	3
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	Strong	5
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>8</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Moderate – 3</b>
<p>(1) The parcel is adjacent to LB Havering and Brentwood, at the south east border of Epping Forest district. The southern boundary of the parcel is near the northern areas of Romford which to a certain extent acts itself, as an effective barrier against sprawl from London.</p> <p>(2) The parcel does contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of London (Romford). There is evidence of ribbon development between Havering-atte-Bower and Stapleford Abbots along North Road.</p> <p>(3) Oak Hill Road (East of Stapleford Abbots), Tysea Hill Road (East of Stapleford Abbots), Bourne Brook (North East of Stapleford Abbots) and Straights Plantation (south of the Stapleford Abbots) form relatively strong boundaries.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel does not provide, or form part of, a gap or space between towns.</p> <p>(5) The parcel does not provide, or form part of a gap or space between towns.</p> <p>(6) The parcel does not provide, or form part of a gap or space between towns.</p> <p>(7) There are no well-used thoroughfares between towns that pass through this parcel.</p> <p>(8) There are no well-used thoroughfares between towns that pass through this parcel.</p> <p>(9) The parcel does not provide, or form part of a gap or space between towns.</p> <p>(10) The parcel does not provide, or form part of a gap or space between towns.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation here protects appropriate Green Belt development in the countryside. The Green Belt designation in this area predominantly protects arable fields which are lined with an intact network of mature hedgerows and PRoWs. The patchwork of hedgerows and trees, as well as the pockets of woodland towards the southern boundary give a varying sense of enclosure. The Stapleford Airfield is located at the north-western boundary and the Tysea Hill golf course and Nupers Lakes Fishery are situated towards the south-eastern boundary.</p> <p>(12) The linear village Stapleford Abbots is situated at the southern boundary and is surrounded by a gently undulating landform. There is evidence of encroachment, to the north of the village. It is unlikely that the topography and location prevents any further encroachment of development. Therefore, the Green Belt designation safeguards the countryside from encroachment.</p> <p>(13) The parcel has been encroached by approx. 0.14 % (1.61 hectares) at Bournebridge.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>No Contribution – 0</b>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p>		

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| <p>(16) See Question 14 above.<br/>(17) See Question 14 above.</p> |
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<b>Parcel DSR 034 – (North of Hainault Forest)</b>		
<b>Parcel Size: 815.00 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	Relatively Strong	4
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	Strong	5
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>9</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Relatively Strong – 4</b>
<p>(1) The parcel adjoins the LB Havering and LB Redbridge, at the southern border of Epping Forest District. The built development of Hainault abuts the south west boundary of the parcel with development from Chigwell Row and Hainault nearly adjoining one another.</p> <p>(2) The parcel adjoins DSR-035 at the western boundary and adjoins DSR-033 at the eastern boundary. The parcels consist of relatively open countryside that forms a strategic barrier that prevents sprawl from the north eastern edge of Greater London.</p> <p>(3) The majority of the east and west boundaries of the parcel are formed of topographical changes in the landscape, with relatively few discernible boundaries capable of containing development. The southern boundary of the parcel is relatively well-defined being formed by Hainault Forest Country Park SSSI. The northeast boundary of the parcel is made up of the built-up area of Abridge. The northeast boundary is formed of topographical changes in the landscape, with relatively few discernible boundaries capable of containing development.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel does not provide, or form part of, a gap or space between towns.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation here helps protect appropriate Green Belt development in the countryside. The land in this parcel consists mostly of arable land with large areas of woodland throughout, which are lined with PRoWs. The Lambourne End Outdoor Centre and Camp site also facilitates outdoor sport and recreation.</p> <p>(12) The parcel abuts Abridge, to the north and includes a number of small-scale settlement pattern of isolated, in addition to small linear hamlets of Lambourne and Lambourne End. The topography of the surrounding land is relatively level, which is unlikely to prevent encroachment of development. Therefore, the Green Belt designation safeguards the countryside from encroachment.</p> <p>(13) The parcel has been encroached by approximately 0.08% (0.63 hectare) south of Abridge.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>No Contribution – 0</b>

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| <p>(14) There are no historic towns within or adjacent to the parcel.<br/>(15) See Question 14 above.<br/>(16) See Question 14 above.<br/>(17) See Question 14 above.</p> |
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<b>Parcel DSR 035 – (Land North, West and East of Chigwell)</b>		
<b>Parcel Size: 792.80</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	Strong	5
<b>2<sup>nd</sup> GB Purpose</b>	Moderate	3
<b>3<sup>rd</sup> GB Purpose</b>	Strong	5
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>13</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Strong – 5</b>
<p>(1) The parcel adjoins LB Redbridge at the southern border of the boundary and abuts the built development of Hainault.</p> <p>(2) The parcel adjoins DSR-034, DSR-036, DSR-038 and DSR039, contributing to a wider network of parcels which act as a strategic barrier against the sprawl of London.</p> <p>(3) West of Grange Hill tube station a strong defensible boundary is formed by the Central Line (in cutting) including to the west of Chigwell until it meets the M11. . The B173 east of Grange Hill provides a boundary however apart from a row of trees and hedges to the north of this road there is little defence.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>Moderate – 3</b>
<p>(4) The parcel forms part of a gap between the towns of Chigwell and Loughton / Debden and between the towns of Chigwell and Buckhurst Hill.</p> <p>(5) A very strong defensible boundary is formed to the west of the parcel by the M11 as well as Abridge Road and Gravel Road.</p> <p>(6) The distance between the towns Chigwell and Buckhurst Hill is 1.2km. The distance between the towns of Chigwell and Loughton/ Debden is 1.6km.</p> <p>(7) There evidence of some ribbon development north along the A113 between Chigwell and junction 5 of the M11.</p> <p>(8) Views into the parcel from the M11 are limited by vegetation. The gap created by the River Roding flood plain between Chigwell and Loughton is apparent from Chigwell Rise (B170) as it rises from the crossing of the M11, and intermittently from High Road and Abridge Road although is often obscured by vegetation and buildings. There are sporadic views of the gap between Chigwell Row and Greater London from Manor Road close to the junction with Vicarage Lane although vegetation restricts the view in many instances. Other well used thoroughfares to the east of the parcel provide views of open countryside. The overall perception of the gaps between towns is variable, with vegetation restricting views in many instances.</p> <p>(9) A reduction in the gap is not likely to compromise the separation of the towns in physical terms with the M11 acting as a strong boundary to coalescence.</p> <p>(10) Visual links between Chigwell Village and Buckhurst Hill/Debden/Loughton are for the most part restricted by the M11. Although, in some places the topographic variations, particular toward Chigwell Rise and Chigwell Lane, do allow for some views of the towns.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>



<p>(11) The Green Belt designation here protects appropriate Green Belt development in the countryside. The parcel consists mostly of fields used for agricultural purposes that are lined with PRoWs. The field pattern is interspersed with small pockets of deciduous woodland and Hainault Forest Country Park forms part of the south-eastern boundary. A large number of sports grounds and playing fields directly that adjoin the urban edge of Chigwell to the north and west, as well as the Grange Farm Riding School, caravanpark and cricket ground. At the eastern edge of the town are allotment gardens and further south is a relatively large cemetery. Adjoining the settlement Chigwell Row, to the north, are allotment gardens and two camp sites.</p> <p>(12) The parcel abuts the Chigwell, Grange Hill and Chigwell Row, to the south. The topography of the land surrounding existing development encompasses a gently undulating landform, created by a significant visually slope at parcel boundary, to the west. Given that there is existing evidence of ribbon development, north of Chigwell, it is unlikely that the topography in the area could prevent encroachment of development. Therefore, the Green Belt designation safeguards the countryside from encroachment.</p> <p>(13) The parcel has been encroached by approximately 0.11% (0.88 hectares) north of Chigwell.</p>	
<p><b>4. To preserve the special character of historic towns</b></p>	<p><b>No Contribution – 0</b></p>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p> <p>(16) See Question 14 above.</p> <p>(17) See Question 14 above.</p>	

<b>Parcel DSR 036 – (Land South of Chigwell)</b>		
<b>Parcel Size: 108.70</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	Relatively Strong	4
<b>2<sup>nd</sup> GB Purpose</b>	Moderate	3
<b>3<sup>rd</sup> GB Purpose</b>	Relatively Strong	4
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>11</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Relatively Strong – 4</b>
<p>(1) The parcel adjoins the LB Redbridge at the southern border of the Epping Forest district boundary between the M11 and the western edge of Woodford Bridge. It also adjoins Grange Hill which although part of Epping Forest District is contiguous with London (LB Redbridge).</p> <p>(2) The parcel adjoins DSR-035, DSR-038 and DSR-039 acting as a strategic barrier to the growth of London (Grange Hill / Woodford Bridge) to the east and south and Woodford to the west. Chigwell Golf Club and the undeveloped land to the west of the A113 create two areas of undeveloped gap between Chigwell in the north and Grange Hill Woodford Bridge in the south which are part of greater London. Development extends south of Chigwell and north from Woodford Bridge along High Road (A113).</p> <p>(3) Strong western boundary created by the M11 motorway and parts of northern boundary created by the Central line. However, the other boundaries are weak as they are formed by residential gardens.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>Moderate – 3</b>
<p>(4) The parcel itself is situated south and southwest of Chigwell. The parcel forms part of a gap or space between the towns of Chigwell and Buckhurst Hill.</p> <p>(5) Strong western boundary created by the M11 motorway and parts of northern boundary created by the Central line. However, the other boundaries are weak formed by residential gardens.</p> <p>(6) The distance between the towns Chigwell and Buckhurst Hill is 1.2km.</p> <p>(7) There are no well-used thoroughfares in the parcel between the towns.</p> <p>(8) There are no well-used thoroughfares in the parcel between the towns.</p> <p>(9) The M11 , the Central Line and the body of water to the east of Buckhurst Hill form very strong boundaries between the settlements of Chigwell and Buckhurst Hill as they relate to this parcel .A reduction in the gap is not likely to compromise the separation of the towns in physical terms with the M11 acting as a strong boundary to coalescence.</p> <p>(10) Depending on the scale and location of development there could be a reduction in the gap in visual terms. Some development adjoining the urban areas could be considered appropriate provided the visual openness of the gap is not affected.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Relatively Strong – 3</b>
<p>(11) The land west of the High Road (A113) consists mostly of patches of woodland and the playing fields of West Hatch High School. The land to the east of the High Road (A113) consists of the Chigwell Golf Course.</p> <p>(12) The parcel encompasses an undulating landform, which provides open views to the edges of Chigwell, to the north, as well as Hainault and Grange Hill to the south. Given that the landform</p>		

forms relatively strong slope at the urban edges of Chigwell, Hainault and Grange Hill, it is likely that the topography prevents encroachment of development.	
(13) The parcel has not been encroached by built development or other urbanising elements.	
<b>4. To preserve the special character of historic towns</b>	<b>No Contribution – 0</b>
(14) There are no historic towns within or adjacent to the parcel.	
(15) See Question 14 above.	
(16) See Question 14 above.	
(17) See Question 14 above.	

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<b>Parcel DSR 038 – ( Southwest of M11 and the London Underground Fairlop Loop)</b>		
<b>Parcel Size: 42.74 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	Relatively Strong	4
<b>2<sup>nd</sup> GB Purpose</b>	Moderate	3
<b>3<sup>rd</sup> GB Purpose</b>	Relatively Weak	2
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>9</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Relatively Strong – 4</b>
<p>(1) Parcel adjoins LB Redbridge to the south. It is separated from the built up area of Woodford Green by playing fields. To the south east corner of the parcel, some properties on the edge of Woodford Green are visible where vegetation becomes sparse.</p> <p>(2) The parcel forms an important gap, defined by the M11 and river in west and east, respectively, preventing the sprawl of the London urban expanse from the west, south and east.</p> <p>(3) The parcel is contained by the London Underground railway railway line to the north, River Roding to the west and the M11 to the south-east. Woodford Green is located beyond the playing fields to the west of the parcel. The River Roding its flood plain and playing fields appear to have prevented the eastward growth of Woodford Green. The river forms an important feature that has prevented the sprawl of this large urban area. If this boundary were breached sprawl would likely be prevented by the M11.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>Moderate – 3</b>
<p>(4) The parcel forms part of a gap or space between the towns of Chigwell and Buckhurst Hill.</p> <p>(5) The site is bounded by the London underground railway track to the north; the M11 to the east and the River Roding to the south and west. A track crosses through the centre of the parcel with some residential properties on the western side (to south of Luxborough Lane) and treed boundary between Old Loughtonians Hockey Club and Refuse Depot (to north of Luxborough Lane). East of the track has remained relatively undeveloped in part due to flooding constraints. The flood plain has provided a strong physical natural barrier preventing development at Buckhurst Hill / Woodford Green from expanding eastwards. The M11 and River Roding combine to form an important barrier preventing the coalescence of Chigwell in the east and Buckhurst Hill/ Woodford Green in the west.</p> <p>(6) The distance between the towns Chigwell and Buckhurst Hill is 1.2km.</p> <p>(7) There is no evidence of ribbon development within parcel. The only residential properties are located within the southern parts of Luxborough Lane by the track running to the water works site and along the track itself.</p> <p>(8) Vegetation &amp; topography along Luxborough Lane prevent views into the parcel.</p> <p>(9) A reduction in the gap would not compromise the separation of the towns in physical terms. The parcel does not physically adjoin any existing towns, and is well contained by the M11 and the River Roding.</p> <p>(10) A strategic release of the Green Belt in this parcel, whilst not resulting in the physical coalescence, is likely to compromise the visual separation of settlements. Where the vegetation becomes sparser to the southeast, visual connection would be much more pronounced.</p>		

<b>3. Assist in safeguarding the countryside from encroachment</b>	<b>Relatively Weak – 2</b>
<p>(11) The Green Belt designation in this land parcel does protect countryside uses as much of the area that adjoins the M11, at the south-western boundary is used for outdoor sports and recreation however no or very little land is used for agriculture. The remaining land consists of a disused sewage treatment works with patches of woodland and overall the countryside is of rather low quality in this parcel.</p> <p>(12) The River Roding runs along the boundary, to the west, creating a gently undulating landform that gradually becomes slightly more level, to the north east. It is unlikely that the topography of the land and location relative to existing development would prevent encroachment.</p> <p>(13) There is no evidence of encroachment or other urbanising elements within the parcel.</p>	
<b>4. To preserve the special character of historic towns</b>	<b>No Contribution – 0</b>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p> <p>(16) See Question 14 above.</p> <p>(17) See Question 14 above.</p>	

<b>Parcel DSR 039 – (East of Buckhurst Hill)</b>		
<b>Parcel Size: 260.20 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	Moderate	3
<b>2<sup>nd</sup> GB Purpose</b>	Strong	5
<b>3<sup>rd</sup> GB Purpose</b>	Strong	5
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>13</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Moderate – 3</b>
<p>(1) The south- western edge of the parcel adjoins Woodford (LB Redbridge) and adjoins at the rugby ground. The parcel forms an important gap, defined by the M11 and river in west and east, respectively, preventing the sprawl of the London urban expanse from the west, south and east.</p> <p>(2) The parcel adjoins DSR-038 and DSR-036, which together restrict sprawl from greater London.</p> <p>(3) The London Underground railway line at the southern boundary provides a strong defensible boundary as does the River Roding and associated body of water in the southwest corner of the parcel.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>Strong – 5</b>
<p>(4) The parcel forms part of a gap or space between the towns of Chigwell and Buckhurst Hill and Chigwell and Loughton / Debden. The parcel also performs a role in preventing further merger of Loughton / Debden and Buckhurst Hill.</p> <p>(5) The eastern and southern boundaries, are formed by the M11 and the London underground railway track which are both very strong boundaries The River Roding runs north / south through the middle of the parcel forming a strong boundary. The western and north- western and the majority of the boundaries within the parcel are weak boundaries comprised of residential gardens, fields and nature reserve sites.</p> <p>(6) The distance between the towns Chigwell and Buckhurst Hill is 1.2km. The distance between the towns Chigwell and Loughton/Debden is 1.6km.</p> <p>(7) There is no evidence of ribbon development identified within the parcel.</p> <p>(8) As Chigwell Rise crosses the M11, some long views are possible toward Buckhurst Hill across the river valley. These views in particular create a perception of open countryside.</p> <p>(9) A reduction in the gap would not compromise the separation of the towns in physical terms. The majority of western boundary abuts Loughton/Debden and Buckhurst Hill. However, Chigwell in the east is physically separated from Loughton /Debden and Buckhurst Hill by the strong infrastructure boundary created by the M11 and natural barrier formed by the River Roding.</p> <p>(10) A reduction in the gap is likely to compromise the visual perception of the gap between Loughton/Debden and Chigwell and Buckhurst Hill and Chigwell.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The parcel includes a number of nature reserve sites, as well as an extensive area which forms part of the River Roding Valley Local Wildlife Site. At the western boundary, which adjoins the urban edges of Buckhurst Hill and Loughton/ Debden there are a large amount of recreational grounds and allotment gardens, in addition to the sports grounds, playing fields and football grounds associated with Buckhurst Hill Community Primary School. The majority of the PROWs are</p>		

<p>concentrated at the south- eastern edge of the parcel. The River Roding gently meanders through the parcel and includes a patchwork of small scale arable fields and pockets of woodland. There is a large lake (ex-gravel extraction for the motorway) in the southwest in the southwest section of the parcel which stocked with fish and has an active angling club.</p> <p>(12) The parcel encompasses the lower section of the river Roding that has gently or steeply sloping valley sides, which dissect an otherwise gently undulating landform often facilitate views across and along the valley to the towns of Loughton and Buckhurst Hill, to the west however it is unlikely that the topography of the land in this parcel would prevent encroachment.</p> <p>(13) The parcel has been encroached by approx. 1.26% (3.28 hectares) of built development east of Buckhurst Hill and Loughton.</p>	
<p><b>4. To preserve the special character of historic towns</b></p>	<p><b>No Contribution – 0</b></p>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p> <p>(16) See Question 14 above.</p> <p>(17) See Question 14 above.</p>	

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<b>Parcel DSR 041 – (East of Theydon Bois)</b>		
<b>Parcel Size: 316.40</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	Relatively Weak	2
<b>3<sup>rd</sup> GB Purpose</b>	Relatively Strong	4
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>6</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The Parcel does not act in itself as an effective barrier against sprawl from large built-up areas.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of large built-up areas.</p> <p>(3) The parcel is not in close proximity to the specifically mentioned built-up areas</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>Relatively Weak – 2</b>
<p>(4) The southern section of the parcel forms part of the gap between Theydon Bois and Loughton / Debden and the northern section forms part of the gap between Loughton / Debden and Epping.</p> <p>(5) The M11 forms a very strong boundary along the east of the parcel. The M25 forms a very strong boundary to the north. The Central Underground line forms a strong boundary on the western boundary of the parcel. Abridge Road runs east-west through the parcel forming a strong boundary. Long Shaw and Broadfield Shaw are two linear (east – west) wooded areas in the southern section of the parcel which act as boundaries.</p> <p>(6) The distance between Theydon Bois and Epping is 1.14 km and the distance between Theydon Bois and Loughton / Debden is .7km</p> <p>(7) There are no well-used thoroughfares between towns that pass through this parcel.</p> <p>(8) There are no well-used thoroughfares between towns that pass through this parcel.</p> <p>(9) A reduction of the gaps could compromise the physical gap between Theydon Bois and Loughton / Debden and between Theydon Bois and Epping depending on the scale of reduction.</p> <p>(10) A reduction of the gaps is unlikely to compromise the visual separation of the towns identified, due to topography across the parcel and the presence of areas of woodland in the south and the M25 to the north.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Relatively Strong – 4</b>
<p>(11) The Green Belt designation in this land parcel does protect countryside uses. Theydon Bois Cemetery located off Abridge Road to the centre east of the site. PRow – good established network particularly south of Abridge Road (B172) parcel – enhances public access toward south of parcel within Woodland Trust new plantation. Private fishing lakes to east of cemetery. Parcel includes Abridge Road and Coopersale Lane, local transport routes. Agricultural land to south of Abridge Lane (area to north characterised by former quarry/scrubland with limited land given over to agricultural uses).</p> <p>(12) The land that abuts Theydon Bois, to the east, encompasses a strongly undulating topography, which creates ridges and slopes. It is likely that the topography and location relative to existing development would be able to prevent encroachment in this parcel.</p> <p>(13) There is no evidence of encroachment or other urbanising elements within the parcel.</p>		



<b>4. To preserve the special character of historic towns</b>	<b>No Contribution – 0</b>
(14) There are no historic towns within or adjacent to the parcel. (15) See Question 14 above. (16) See Question 14 above. (17) See Question 14 above.	

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<b>Parcel DSR 042 – (South of Theydon Bois and North of Loughton / Debden)</b>		
<b>Parcel Size: 107.70 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	Strong	5
<b>3<sup>rd</sup> GB Purpose</b>	Relatively Strong	4
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>9</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The Parcel does not act in itself as an effective barrier against sprawl from large built-up areas.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of large built-up areas.</p> <p>(3) The parcel is not in close proximity to the specifically mentioned built-up areas</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>Strong – 5</b>
<p>(4) The parcel itself serves as important gap between Theydon Bois and Loughton / Debden.</p> <p>(5) The boundary to north of Loughton / Debden and to the south of Theydon Bois are formed predominantly by the rear gardens of properties. The strength of the southern boundary is enhanced to some extent by a small watercourse and some mature trees.</p> <p>(6) The distance between Theydon Bois Loughton / Debden is .7km.</p> <p>(7) Evidence of ribbon development extending south along Loughton Lane (primary thoroughfare between the two settlements) to the southwest of Theydon Bois. Extension of ribbon development along this route would give rise to a perceived merger between the two settlements. Although Theydon Park Road does not physically connect the settlements, significant ribbon development extends south along Theydon Park Road to the west of the Central Line.</p> <p>(8) Views are afforded across the parcel from Loughton Lane. However, sparse hedgerow combined with some interspersed mature trees, provide some obscuration of vistas.</p> <p>(9) The gap is between the two settlement is relatively small. A reduction in the gap could very well compromise the separation of the towns.</p> <p>(10) The topography of the site rises up toward the north of the parcel providing strong, uninterrupted views south toward Loughton. A reduction in the gap as a result of development would be particularly prominent if located toward the ridge. Views from Loughton (outside of the parcel) northward are restricted due to the Debden Park School and the tree-lined brook. Overall, the character of the parcel, with relatively few internal features retains an open aesthetic despite being bounded by build development to the north and south. Development within the parcel of a significant scale would have considerable detrimental impacts on the openness of the gap.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Relatively Strong – 4</b>
<p>(11) The majority of the land within the parcel can be characterised as arable agriculture. The parcel also includes the playing fields of Debden Park High School and Davenant Foundation School both situated to the north of Loughton. The parcel also includes an area of open space (comprising of large grassed amenity space and children's play areas) to the east of Davenant School. Home Mead local nature reserve is located to the north of Loughton with the main entrance situated off England's Lane,</p> <p>(12) The parcel abuts Theydon Bois, to the north and Loughton, to the south, the land mostly</p>		

<p>encompasses a strongly undulating topography, which creates ridges and slopes. It is likely that the topography and location relative to existing development would be able to prevent encroachment in this parcel. However there are some areas of level land at the urban edge of the Theydon Bois, along the railway tracks, to the east. Given that there is existing evidence of ribbon development in this area, it is unlikely that the topography in this area could prevent encroachment of development.</p> <p>(13) The parcel has been encroached by approx. 4.30% (4.67 hectares) north east of Loughton at Debden Park School</p>	
<p><b>4. To preserve the special character of historic towns</b></p>	<p><b>No Contribution – 0</b></p>
<p>(14) There are no historic towns within or adjacent to the parcel.          (15) See Question 14 above.          (16) See Question 14 above.          (17) See Question 14 above.</p>	

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<b>Parcel DSR 043 – (North of Theydon Bois)</b>		
<b>Parcel Size: 105.20 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	Relatively Strong	4
<b>3<sup>rd</sup> GB Purpose</b>	Relatively Strong	4
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>8</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>	<b>No Contribution – 0</b>	
<p>(1) The Parcel does not act in itself as an effective barrier against sprawl from large built-up areas.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of large built-up areas.</p> <p>(3) The parcel is not in close proximity to the specifically mentioned built-up areas</p>		
<b>2. Prevent neighbouring towns merging into one another</b>	<b>Relatively Strong – 4</b>	
<p>(4) The parcel forms an important part of the gap which separates Theydon Bois and Epping connected to DSR044, DSR045, DSR041 and DSR054.</p> <p>(5) The M25 provides a very strong physical boundary to the north of the parcel. Barrier enhanced and widened to the west of the M25 by woodland.</p> <p>(6) The distance of the gap between Epping- Theydon Bois is 1.1 km.</p> <p>(7) Theydon Road/Piercing Hill is a well-used thoroughfare between the towns. Ribbon development extends along part of the thoroughfare southwest of Little Gregories Lane. There is a risk that further ribbon development could lead to a merger with sparse residential development located in the Bell Common Tunnel area to the South of Epping.</p> <p>(8) Theydon Road/ Piercing Hill: to the south of this route, intermittent views of golf course are possible. Views beyond the course are obscured by mature hedgerow and trees plating along the road verge and trees with the course.</p> <p>(9) Physical connection of the two settlements restricted by M25 and to a lesser extent woodland.</p> <p>(10) Given the degree of visual separation provided by the M25 and woodland to the north of the parcel, some reduction of the gap (with the exception of the high ground to the north east of Theydon) is unlikely to have significant impact on the visual separation of the two settlements. For instance the 'triangular' area east of Dukes Avenue and west of the railway line (but south of the visually significant slope) performs very poorly against this purpose. However a significant reduction of the gap would inevitably have a significant impact on the perceived openness of the gap.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>	<b>Relatively Strong – 4</b>	
<p>(11) The Green Belt designation in this land parcel does protect countryside uses. A high proportion of the parcel consists of Theydon Bois Golf Course and driving range. There a number of walking routes to the east of the parcel. The land to the east of Dukes Avenue, whilst not designated open space, appears well used for informal recreation. The site also includes a riding school. The remainder of the parcel is a mix of grassland, paddock, arable farmland and woodland.</p> <p>(12) The parcel mostly encompasses a strongly undulating topography, which creates ridges and slopes. It is likely that the topography and location relative to existing development would be able</p>		

<p>to prevent encroachment in this parcel. However, at the southeast corner of the site the land occupies a lower topographic position. Given that this area abuts Theydon Bois, it is unlikely that the topography in the area could prevent encroachment of development.</p>	
<p>(13) There is no evidence of encroachment or other urbanising elements within the parcel.</p>	
<p><b>4. To preserve the special character of historic towns</b></p>	<p><b>No Contribution – 0</b></p>
<p>(14) There are no historic towns within or adjacent to the parcel</p>	
<p>(15) See Question 14 above.</p>	
<p>(16) See Question 14 above.</p>	
<p>(17) See Question 14 above.</p>	

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<b>Parcel DSR 044 – (South West of Epping)</b>		
<b>Parcel Size: 69.38 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	Weak	1
<b>3<sup>rd</sup> GB Purpose</b>	<b>Relatively Strong</b>	<b>5</b>
<b>4<sup>th</sup> GB Purpose</b>	Moderate	3
<b>Total</b>		<b>9</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The Parcel does not act in itself as an effective barrier against sprawl from large built-up areas.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of large built-up areas.</p> <p>(3) The parcel is not in close proximity to the specifically mentioned built-up areas</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>Weak – 1</b>
<p>(4) The parcel forms part of the gap which separates Theydon Bois and Epping connected to DSR043, DSR045 and DSR054.</p> <p>(5) The M25 acts as a strong boundary along the south of the parcel. There are patches of woodland throughout the centre of the parcel which act as a boundary.</p> <p>(6) The distance of the gap between Epping- Theydon Bois is 1.1 km.</p> <p>(7) Ivy Chimneys Road has considerable ribbon development which continues south of the M25 along Theydon Road. There is a risk that further ribbon development could lead to a merger with sparse residential development located in the Bell Common Tunnel area.</p> <p>(8) Views south are limited along Theydon Road.</p> <p>(9) Physical connection of the two settlements is restricted by the M25.</p> <p>(10) Given the degree of visual separation provided by the M25 and woodland to the south of the parcel, some reduction of the gap (with the exception of the high ground to the north east of Theydon) is unlikely to have significant impact on the visual separation of the two settlements. However a significant reduction of the gap would inevitably have a significant impact on the perceived openness of the gap.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation in this land parcel does protect countryside uses. The southeast section of the parcel (south of Ivy Chimneys Road) consists of undeveloped agricultural land. The area to the north of the Ivy Chimney Road is recognised for its ecological value as a LoWs and contains a number of small areas of woodland, as well as PRoWs.</p> <p>(12) The topography of DSR-44 is characterised by undulating landforms that provide an open view to the urban edge of Epping to the north east. It is unlikely that the topography and location relative to existing development prevents encroachment. Therefore, Green Belt designation in this parcel safeguards the countryside from encroachment.</p> <p>(13) There is no evidence of encroachment or other urbanising elements within the parcel.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>Moderate – 3</b>

- (14) The parcel adjoins the historic town Epping, at the south western boundary of the settlement.
- (15) The parcel briefly borders the south western edge of the historic core of Epping town and includes the Bell Common conservation area that contains a number of listed buildings in Green Belt land.
- (16) The open character of the Green Belt land, north of Ivy Chimneys Road contributes positively to the significance of Bell Common, which provides an important transition in the landscape between Epping Forest and the historic core of the town Epping. The land south of Ivy Chimneys Road is separated from the historic core of the town of Epping, by development that occurred in the 20<sup>th</sup> century to accommodate commuters. Given that this area does not have a physical or visual relationship with the historic core. It is unlikely that the open character of the Green Belt land in this parcel would contribute positively to the significance of the town and/or heritage assets within the town.
- (17) Given that land south of Ivy Chimneys Road does not have a physical or visual relationship with the historic core of Epping, it is unlikely that the consequent loss of openness from the urbanising development on the land within parcel DSR-044 would cause harm to the setting and significance of the historic town and heritage assets within the town.

<b>Parcel DSR 045 – (South East of Epping)</b>		
<b>Parcel Size: 127.80 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	<b>Strong</b>	<b>5</b>
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>5</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The Parcel does not act in itself as an effective barrier against sprawl from large built-up areas.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of large built-up areas.</p> <p>(3) The parcel is not in close proximity to the specifically mentioned built-up areas</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel forms part of the gap which separates Theydon Bois and Epping.</p> <p>(5) The existing infrastructure creates strong defensible boundaries that would prevent Epping merging with Theydon Bois. The parcel is well contained by the existing infrastructure particularly the M25 and the Underground line. Other defensible boundaries are Brook Road, Stewards Green Road The area consists of several fields with weak boundaries and Epping Golf Club, with the exception of the field at the most north- western edge which is well contained by Brook Road at the northern boundary.</p> <p>(6) The distance of the gap between Epping- Theydon Bois is 1.1 km.</p> <p>(7) There are no well-used thoroughfares between towns that pass through this parcel.</p> <p>(8) There are no well-used thoroughfares between towns that pass through this parcel.</p> <p>(9) The southern boundary of the parcel is formed by the M25, which forms a strong physical boundary that prevent any gap from being compromised.</p> <p>(10) A reduction in the gap is unlikely to compromise the visual separation of the towns however it may compromise the overall openness of the gap.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation in this land parcel does protect countryside uses. The parcel consists of the fields used for agricultural purposes at the western and eastern boundaries. Epping Golf Course is situated at the centre of the parcel, directly east of Flux's Lane and Brook Road Playing Field forms a small area, at the northern boundary, directly west of Flux's Lane. The PRoWs follow the agricultural field boundaries.</p> <p>(12) The topography of DSR-045 consists of a relatively flat or undulating landform. The topography and location relative to existing development does not prevent encroachment and Green Belt designation in this parcel therefore safeguards the countryside from encroachment.</p> <p>(13) The parcel has been encroached by approx. 0.39% (0.5 hectare) south of Epping.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>No Contribution – 0</b>
<p>(14) The north west parcel boundary adjoins the historic town Epping.</p> <p>(15) During the 20<sup>th</sup> century, Epping was extended to accommodate commuter, to the north, west and</p>		



south. Parcel DSR-045 adjoins the south- eastern boundary of the 20<sup>th</sup> century development, limiting the physical and visual relationship between the Green Belt land in this parcel and the setting of the historic core of Epping and/ or any heritage assets.

- (16) Given that the parcel does not have a physical or visual relationship with the historic core of Epping the open character of the Green Belt land in this parcel does not contribute positively to the significance of the town and/or heritage assets within the town. Given that the parcel does not have a physical or visual relationship with the historic core of Epping. It is unlikely that the consequent loss of openness from the urbanising development on the land within parcel DSR-045 would cause harm to the setting and significance of the historic town and heritage assets within the town.
- (17) Given that the parcel does not have a physical or visual relationship with the historic core of Epping. It is unlikely that the consequent loss of openness from the urbanising development on the land within parcel DSR-045 would cause harm to the setting and significance of the historic town and heritage assets within the town.

<b>Parcel DSR 046 – (East of Epping)</b>		
<b>Parcel Size: 183.10 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	<b>Strong</b>	<b>5</b>
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>5</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The Parcel does not act in itself as an effective barrier against sprawl from large built-up areas.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of large built-up areas.</p> <p>(3) The parcel is not in close proximity to the specifically mentioned built-up areas</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel forms part of the gap which separates Epping and North Weald Bassett.</p> <p>(5) The boundary to the west of Coopersale well defined by strong boundary created by Epping and Ongar Railway Line and thick mature trees and vegetation extending along its length. Boundaries to the south of Coopersale are weak consisting of residential gardens. Stonards Hill Road creates a boundary which could contain development extending from the east of Epping and south of Stonards Hill Road.</p> <p>(6) The distance of the gap between Epping and North Weald Bassett is 1.9 km.</p> <p>(7) There are no well-used thoroughfares between towns that pass through this parcel.</p> <p>(8) There are no well-used thoroughfares between towns that pass through this parcel.</p> <p>(9) A reduction in the gap is unlikely to compromise the separation of towns in physical terms due to the defensible boundaries outside of the parcel including the M11 and forest / woodland between the towns.</p> <p>(10) A reduction in the gap is unlikely to compromise the separation of the towns visually due to the significant forest / wood cover north of the parcel. However it would compromise the overall openness of the gap.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation in this land parcel does protect countryside uses. The parcel consists mostly of fields that are used for agricultural purposes, which are lined with mature, unprotected trees and hedgerows. There is also a pocket of unprotected woodland at the eastern boundary. Stewards Green Lane, which crosses through the southern part of the parcel, connected Stewards Green Road with Stonards Hill, is a designated LoWS (Ep91). This lane forms part of the network of four PRoWs that connect the south- eastern edge of Epping, with the south- eastern edge of Coopersale.</p> <p>(12) The topography of DSR-046 is characterised by gently undulating landform that provides an open view to the urban edge of Epping, to the west. It is unlikely that the topography and location relative to existing development would be able to prevent encroachment. Therefore, Green Belt designation in this parcel safeguards the countryside from encroachment.</p> <p>(13) There is no evidence of encroachment or other urbanising elements within the parcel.</p>		

<b>4. To preserve the special character of historic towns</b>	<b>No Contribution – 0</b>
<p>(14) The parcel adjoins the south- eastern boundary of the historic town Epping.</p> <p>(15) During the 20<sup>th</sup> century, Epping was extended to accommodate commuter, to the north, west and south. Parcel DSR-046 adjoins the south- eastern boundary of the 20<sup>th</sup> century development, limiting the physical and visual relationship between the Green Belt land in this parcel and the setting of the historic core of Epping and / or any heritage assets.</p> <p>(16) Given that the parcel does not have a physical or visual relationship with the historic core of Epping, the open character of the Green Belt land in this parcel does not contribute positively to the significance of the town and/or heritage assets within the town.</p> <p>(17) Given that the parcel does not have a physical or visual relationship with the historic core of Epping. It is unlikely that the consequent loss of openness from the urbanising development on the land within parcel DSR-046 would cause harm to the setting and significance of the historic town and heritage assets within the town.</p>	

<b>Parcel DSR 047– (Mill Mound - East of Epping)</b>		
<b>Parcel Size: 16.26 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	<b>Strong</b>	<b>5</b>
<b>4<sup>th</sup> GB Purpose</b>	Weak	0
<b>Total</b>		<b>5</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The Parcel does not act in itself as an effective barrier against sprawl from large built-up areas.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of large built-up areas.</p> <p>(3) The parcel is not in close proximity to the specifically mentioned built-up areas</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel forms part of the gap which separates Epping and North Weald Bassett.</p> <p>(5) Strong defensible boundaries that would prevent Epping and North Weald Bassett from merging are created by the road Stonards Hill to the north-east and the EOR to the south-east. Within the parcel the undeveloped fields are lined with mature hedgerow and trees.</p> <p>(6) The distance of the gap between Epping and North Weald Bassett is 1.9 km.</p> <p>(7) There are no well-used thoroughfares in this parcel and no evidence of ribbon development.</p> <p>(8) There are no well-used thoroughfares between towns that pass through this parcel.</p> <p>(9) A reduction in the gap is unlikely to compromise the separation of towns in physical terms due to the defensible boundaries outside of the parcel including the M11 and forest / woodland between the towns.</p> <p>(10) A reduction in the gap is unlikely to compromise the separation of the towns visually due to the significant forest / wood cover north of the parcel. The parcel is bounded by a developed area to the north west and south west, residential properties are visible from a number of vantage points within the parcel, the parcel north east and south east boundaries consist of mature trees that screen the parcel, therefore the parcel does not contribute towards the openness of the area.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation in this land parcel does protect countryside uses. The parcel consists mostly of undeveloped fields lined by mature hedgerow and trees. At the centre of the parcel and along Stonards Hill, there are relatively large areas of unprotected woodland.</p> <p>(12) The topography of DSR-047 is characterised by gently undulating landform that provides an open view to the urban edge of Epping, to the northwest. The topography and location relative to existing development does not prevent encroachment. Therefore, Green Belt designation in this parcel safeguards the countryside from encroachment.</p> <p>(13) There is no evidence of encroachment or other urbanising elements within the parcel.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>No Contribution – 0</b>
<p>(14) The parcel adjoins the eastern boundary of the historic town Epping.</p> <p>(15) In the 20<sup>th</sup> Century, the Theydon Grove Estate was developed within the parameters of the</p>		

historic town. The development provides a physical and visual barrier that limits the relationship between the parcel and the historic core of Epping, to the south-east.

- (16) Given that the parcel does not have a physical or visual relationship with the historic core of Epping. Therefore the open character of the Green Belt land in this parcel does not contribute positively to the significance of the town and/or heritage assets within the town.
- (17) Although the north western parcel boundary abuts the historic town, it is unlikely that the removal of the Green Belt designation would cause harm to the setting and significance of this area, because of the weak physical and visual relationship.

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<b>Parcel DSR 048 – (East of Coopersale)</b>		
<b>Parcel Size: 68.5 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	Relatively Strong	4
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>4</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The Parcel does not act in itself as an effective barrier against sprawl from large built-up areas.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of large built-up areas.</p> <p>(3) The parcel is not in close proximity to the specifically mentioned built-up areas</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel forms part of the gap which separates Epping and North Weald Bassett.</p> <p>(5) Strong boundary provided by M11 to east and Epping Ongar Railway (EOR) to the north. Epping Forest creates a strong boundary in the north and middle of the parcel.</p> <p>(6) The distance of the gap between Epping and North Weald Bassett is 1.9 km.</p> <p>(7) There are no well-used thoroughfares in this parcel and no evidence of ribbon development.</p> <p>(8) There are no well-used thoroughfares between towns that pass through this parcel.</p> <p>(9) A reduction in the gap is unlikely to compromise the separation of towns in physical terms.</p> <p>(10) A reduction in the gap is unlikely to compromise the separation of the towns visually due to the significant forest / wood cover north of the parcel. However it would compromise the overall openness of the gap.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Relatively Strong – 4</b>
<p>(11) The Green Belt designation in this land parcel does protect countryside uses. The parcel includes an extensive area of deciduous woodland as well as the ancient woodland (Wintry Wood) at the eastern boundary, of the settlement Coopersale. There is also smaller area of deciduous woodland towards the southern parcel boundary, adjoining the M11. Within these wooded areas are a two LoWS (Ep97 and Ep99) and SSI (Epping Forest), as well as a network of PRoWs. There is a small opening in the woodland that adjoins Coopersale, which contains Cricket Grounds and a school field.</p> <p>(12) The parcel is set on a ridge of higher land that overlooks surrounding undulating farmland. Having regard to the existing development Coopersale village, to the west, it is likely that the topography would be able to prevent encroachment of development.</p> <p>(13) There is no evidence of encroachment or other urbanising elements within the parcel.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>No Contribution – 0</b>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p> <p>(16) See Question 14 above.</p> <p>(17) See Question 14 above.</p>		

<b>Parcel DSR 049 – (North East of Epping)</b>		
<b>Parcel Size: 156.70 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	Relatively Weak	2
<b>3<sup>rd</sup> GB Purpose</b>	Relatively Strong	4
<b>4<sup>th</sup> GB Purpose</b>	Relatively Weak	2
<b>Total</b>		<b>8</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The Parcel does not act in itself as an effective barrier against sprawl from large built-up areas.</p> <p>(2) The parcel does not contribute, as part of a wider network of parcels, to a strategic barrier against the sprawl of large built-up areas.</p> <p>(3) The parcel is not in close proximity to the specifically mentioned built-up areas</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>Relatively Weak – 2</b>
<p>(4) The parcel forms part of the gap which separates Epping and North Weald Bassett.</p> <p>(5) A strong boundary provided to the east by the Epping Ongar Railway (EOR). Epping Forest creates a strong boundary in the north and east of the parcel. The strength of the boundary in the area adjacent to Thornwood is diminished around the allotment area – with the boundary of the parcel being comprised of relatively loose-knit development form, allotment and flood protection bund. The boundary is strengthened to some extent along this section by the minor road. The boundary is strengthened further still by the main road to Harlow, (B1393). In Epping, a strong boundary is created by Stonards Hill within the Old Pastures field, this boundary is supported by a strong line of mature trees. Beyond this field to the north, within the Recreation Ground, the boundary is weak, comprising of the line of built development, mostly residential and including Epping Hospital. The area adjoining adjacent to hospital is supported by mature planting in places.</p> <p>(6) The distance of the gap between Epping and North Weald Bassett is 1.9 km.</p> <p>(7) There are no well-used thoroughfares in this parcel and no evidence of ribbon development.</p> <p>(8) There are no well-used thoroughfares between towns that pass through this parcel.</p> <p>(9) A reduction in the gap is unlikely to compromise the separation of towns in physical terms. However, development within this parcel could compromise the separation of Epping and Coopersale in physical terms</p> <p>(10) A reduction in the gap is unlikely to compromise the separation of the towns visually due to the significant forest / wood cover north of the parcel. However it would compromise the overall openness of the parcel in the south particularly between Epping and Coopersale.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Relatively Strong – 4</b>
<p>(11) The Green Belt designation in this land parcel does protect countryside uses. The northern part of the parcel, has a significant coverage of deciduous woodland, ancient woodland (Wintry Wood) and SSSI (Epping Forest). There is also relatively large deciduous woodland and an area of unprotected woodland within Old Pastures field). The south-western part of the parcel, consists mostly of land used for agricultural purposes, as well as recreation grounds, a playground, football</p>		

<p>grounds, pockets of woodland and a number of PRowS.</p> <p>(12) The parcel is set on a ridge of higher land that overlooks surrounding undulating farmland, to the south; this area is predominantly covered by, mixed woodland, the majority of which is categorised as ancient or semi-ancient. The topography and the high proportion of tree coverage to the north of the parcel does prevent encroachment. However, it is unlikely that the land to the south of the parcel prevents encroachment due to the topographical change and the open character of the land. Therefore, the Green Belt designation in this parcel helps safeguard the countryside from encroachment from the existing settlement Epping.</p> <p>(13) There is no evidence of encroachment or other urbanising elements within the parcel.</p>	
<p><b>4. To preserve the special character of historic towns</b></p>	<p><b>Relatively Weak – 2</b></p>
<p>(14) The parcel adjoins north-eastern edge of the historic town Epping.</p> <p>(15) During the 20<sup>th</sup> century, Epping was extended to accommodate commuters. Parcel DSR-049 adjoins the north- eastern boundary of the 20<sup>th</sup> century development, limiting the physical and visual relationship between the Green Belt land in this parcel and the setting of the historic core of Epping and/ or any heritage assets. Epping Forest also provides a strong physical and visual barrier to the north of the B181.</p> <p>(16) Given that the parcel does not have a physical or visual relationship with the historic core of Epping. It is unlikely that the open character of the Green Belt land in this parcel would contribute positively to the significance of the town and/or heritage assets within the town.</p> <p>(17) Although the south western parcel boundary abuts the historic town, it is unlikely that the removal of the Green Belt designation would cause harm to the setting and significance of this area, because of the weak physical and visual relationship.</p>	



<b>Parcel DSR 050 – (North, East and South of Thornwood)</b>		
<b>Parcel Size: 250.40 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	Moderate	3
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	Relatively Strong	4
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>7</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The Parcel does not act in itself as an effective barrier against sprawl from large built-up areas.</p> <p>(2) The parcel adjoins DSR-072 and DSR-073 to the west, DSR-053 to the north and DSR-010 to the east. The parcels are all relatively open in character, providing a strategic barrier against the sprawl of the Harlow although. The parcel does contribute to a wider network of parcels, to form a strategic barrier against the sprawl of Harlow – particularly at the north of the parcel.</p> <p>(3) The eastern parcel boundary is created by the M11, the northern boundary is created by the junction 7 roundabout the western boundary follows the High Road (B1393) and the road Woodside and the most southern boundary is created by the Epping - Ongar railway tracks.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel forms part of the gap which separates Epping and North Weald Bassett.</p> <p>(5) The eastern boundary is formed by M11, woodland and a Woodside forms a southern and south-western boundaries. The majority of the southern boundary is created by Woodside and Epping Forest/Lower Forest woodland. The parcel is well contained by natural and infrastructure boundaries on all sides, which would prevent the merger of Epping and Thornwood. \</p> <p>(6) The distance of the gap between Epping and North Weald Bassett is 1.9 km.</p> <p>(7) There are no well-used thoroughfares in this parcel and no evidence of ribbon development.</p> <p>(8) There are no well-used thoroughfares between towns that pass through this parcel.</p> <p>(9) A reduction in the gap is unlikely to compromise the separation of towns in physical terms.</p> <p>(10) A reduction in the gap is unlikely to compromise the separation of the towns visually due to the significant forest / wood cover east of Epping. However it would compromise the overall openness of the parcel.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Relatively Strong – 4</b>
<p>(11) The Green Belt designation in this land parcel does protect countryside uses. The parcel consists mostly of arable land used for agricultural purposes with recreational grounds and allotment gardens to the north of Thornwood.</p> <p>(12) Raised, high area of farmland, which overlooks the surrounding areas of undulating plateau farmland. There is a visually significant slope to the east of Thornwood which may prevent encroachment.</p> <p>(13) There is no evidence of encroachment or other urbanising elements within the parcel.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>No Contribution – 0</b>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p>		

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| <p>(16) See Question 14 above.<br/>(17) See Question 14 above.</p> |
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<b>Parcel DSR 053 – (South of Harlow Common)</b>		
<b>Parcel Size: 83.35 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	<b>Strong</b>	<b>5</b>
<b>2<sup>nd</sup> GB Purpose</b>	<b>No Contribution</b>	<b>0</b>
<b>3<sup>rd</sup> GB Purpose</b>	<b>Strong</b>	<b>5</b>
<b>4<sup>th</sup> GB Purpose</b>	<b>No Contribution</b>	<b>0</b>
<b>Total</b>		<b>10</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Strong – 5</b>
<p>(1) The parcel acts, in itself, as an effective barrier against sprawl from Harlow to the north.</p> <p>(2) The parcel contributes, as part of a wider network of parcels, to a strategic barrier against the sprawl of Harlow. The parcel adjoins DSR-073 to the west and DSR-007 to the east. There is a strong visual relationship between the two (separated by weak boundary of Harlow Common and the road Harlow Common).</p> <p>(3) Harlow Common Road is at the northern boundary of the parcel however it is a weak boundary. Harlow Common Road is fronted on the southern side by detached homes apart from at the eastern end of the road which consists of open fields with no homes fronting the road.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel does not prevent neighbouring towns merging into one another.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation in this parcel protects countryside. A significant proportion of the site is covered by the Harlow Park woodland. In addition to the small areas of unprotected woodland to the northeast and to the south, there are a large number of unprotected mature hedgerows and trees that line field boundaries. A small area of the parcel is used for agricultural purposes, towards the southern boundary, which is bordered by a watercourse and PRoW. With the parcel there is an interconnected network of public footpaths that serve the area, including the Stort Valley Way National Trail.</p> <p>(12) The topography of the parcel is relatively level with a slight slope but does not prevent encroachment. Green Belt designation safeguards the countryside from encroachment.</p> <p>(13) The parcel has been encroached by approximately .46% (0.38 hectares) of built development – the petrol station off the A414. with other potential existing encroachment at the northwest (housing) and western boundaries (pub, car dealership).</p>		
<b>4. To preserve the special character of historic towns</b>		<b>No Contribution – 0</b>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p>		

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| <p>(16) See Question 14 above.<br/>(17) See Question 14 above.</p> |
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<b>Parcel DSR 054 - (Epping Forest – East of Epping New Road)</b>		
<b>Parcel Size: 930.03 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	Strong	5
<b>3<sup>rd</sup> GB Purpose</b>	Relatively Strong	4
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>9</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The parcel does not act itself as a barrier against sprawl of large built up areas.</p> <p>(2) The parcel does not contribute as part of a wider network of parcels as a strategic barrier against the sprawl of large built up areas.</p> <p>(3) See questions 1 and 2 above.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>Strong – 5</b>
<p>(4) The parcel forms part of the gap between Waltham Abbey and Theydon Bois and Waltham Abbey and Loughton / Debden and the gap between Theydon Bois and Epping.</p> <p>(5) Strong defensible boundary in the northern section of the parcel created by the M25. Eastern boundary created by the B1393 (Epping Road) which runs through the Forest.</p> <p>(6) The distance between the towns Loughton/Debden – Waltham Abbey is 4.8 km. The distance between the towns Buckhurst Hill – Waltham Abbey is 5.4 km. The distance between Theydon Bois and Waltham Abbey is 4.0 km. The distance between Theydon Bois and Loughton/ Debden is .8 km. The distance between Loughton / Debden and Buckhurst Hill is 0.64km. The distance of the gap between Epping- Theydon Bois is 1.1 km.</p> <p>(7) There is evidence of ribbon development extending west from Theydon along B172.</p> <p>(8) Epping Forest is situated between Waltham Abbey and the other settlements therefore the visual perception is one of forest in this respect. In terms of the Debden / Loughton Lane the thoroughfare between Theydon Bois and Loughton / Debden it is bordered with mature hedgerow and planting along much of the length with the perception of an undeveloped gap between the Theydon Bois and Loughton. In terms of the A121 (High Road) which is the main thoroughfare between Buckhurst Hill and Loughton / Debden West views into the gap are limited to mature trees along much of its length. With the exception of the access to the estate, the residential estate within the gap is well concealed, giving the perception that the gap remains undeveloped and forms part of the wider Epping Forest area.</p> <p>(9) Epping Forest is situated between Waltham Abbey and the other settlements therefore there is no risk of the gap being compromised in this respect. A reduction in the Theydon Bois – Loughton / Debden gap could compromise the physical separation of the given the proximity of the towns to one another. In terms of Loughton / Debden and Buckhurst Hill these towns have already merged to east of central line. Development of the gap would consolidate this merger to the west of the underground line.</p> <p>(10) See Question 9 above which also applies to Question 10.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Relatively Strong – 4</b>

<p>(11) The Green Belt in this location does protect countryside. The parcel includes Loughton golf course to the south, part of Theydon Bois Golf Course to the north, a campsite, a number of walking routes (including a public footpath linking Nursery Road with Epping Forest). To the southwest of Theydon, the parcel also includes a cricket pitch, tennis courts and allotment gardens.</p> <p>(12) There are visually significant slopes in relation to existing development in the following locations which may be helping to prevent encroachment: Theydon Bois – north, northwest and south of the settlement. Loughton Debden – west and southwest. Buckhurst Hill – north (south of the housing estate in the gap between Buckhurst Hill and Loughton / Debden) and northwest of Buckhurst Hill. Therefore, there are areas of the Green Belt where the topography helps prevent encroachment.</p> <p>(13) The parcel has been encroached by approx. 1.03% (9.61 hectares) of built development in the form of the housing estate between Buckhurst Hill and Loughton / Debden.</p>	
<p><b>4. To preserve the special character of historic towns</b></p>	<p><b>No Contribution – 0</b></p>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p> <p>(16) See Question 14 above.</p> <p>(17) See Question 14 above.</p>	

<b>Parcel DSR 057 - (Epping Forest – West of Epping New Road)</b>		
<b>Parcel Size: 811.20 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	Relatively Strong	4
<b>2<sup>nd</sup> GB Purpose</b>	Relatively Weak	2
<b>3<sup>rd</sup> GB Purpose</b>	Strong	5
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>11</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Relatively Strong – 4</b>
<p>(1) The parcel does act itself as a barrier against sprawl of London as LB Waltham Forest and LB Redbridge adjoin the parcel to the south. Long frontage with Chingford.</p> <p>(2) The parcel does contribute as part of a wider network of parcels (DSR-058) as a strategic barrier against the sprawl of London.</p> <p>(3) The wooded area in along the southern boundary of the parcel provides a strong boundary however the remainder of contributes little to this purpose.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>Relatively Weak – 2</b>
<p>(4) The parcel forms part of the gap between the Waltham Abbey and Theydon Bois and Waltham Abbey and Loughton and Debden.</p> <p>(5) Strong defensible boundary in the northern section of the parcel created by the M25. Eastern boundary created by the B1393 which runs through the Forest.</p> <p>(6) The distance between the towns Loughton/Debden – Waltham Abbey is 4.8 km. The distance between the towns Buckhurst Hill – Waltham Abbey is 5.4 km.</p> <p>(7) There is no evidence of ribbon development.</p> <p>(8) Epping Forest is situated between the settlements therefore the visual perception is one of forest. The exception to this is the areas not covered by forest in the northern section of the parcel along the A121 where the views open upon the approach to Woodgreen Road.</p> <p>(9) A reduction in the gap is unlikely to compromise the physical separation of the towns as Epping Forest is situated between the towns.</p> <p>(10) A reduction in the gap is unlikely to compromise the separation of the towns visually due to Epping Forest however it is could compromise the openness of the parcel in the northern section and in the southern section adjoining Buckhurst Hill.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The parcel contains a number of PROWs routes and in the northern section of the parcel there are a number of connecting agricultural fields.</p> <p>(12) There are no notable topographical features within the parcel capable of preventing/assisting encroachment of the undeveloped land by development.</p> <p>(13) There is no evidence of encroachment or other urbanising elements within the parcel.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>No Contribution – 0</b>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p> <p>(16) See Question 14 above.</p>		

(17) See Question 14 above.

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<b>Parcel DSR 058 - (High Beach and Sewardstonebury)</b>		
<b>Parcel Size: 811.20 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	Moderate	3
<b>2<sup>nd</sup> GB Purpose</b>	Weak	1
<b>3<sup>rd</sup> GB Purpose</b>	Strong	5
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>9</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Moderate – 3</b>
<p>(1) The parcel adjoins the built up areas of London - LB Waltham Forest (Chingford) in the southwest corner of the parcel.</p> <p>(2) The parcel contributes, as part of a wider network of parcels (adjoining DSR-059 and DSR-057), acting as a strategic barrier against the sprawl of London.</p> <p>(3) Yardley wood (southwest corner of this parcel) and woodland to the east within adjoining parcel DSR-057) in places provides a strong natural southern barrier preventing the northern sprawl of London.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>Weak – 1</b>
<p>(4) The parcel forms part of the gap between the Waltham Abbey and Buckhurst Hill and Waltham Abbey and Loughton and Debden.</p> <p>(5) Strong defensible boundary in the northern section of the parcel created by the M25 and A121 However this had been breached to the north of parcel at Beechfields Walk/Lodge Lane. East and south boundary created by Epping Forest creating a strong natural barrier.</p> <p>(6) The distance between the towns Loughton/Debden – Waltham Abbey is 4.8 km. The distance between the towns Buckhurst Hill – Waltham Abbey is 5.4 km.</p> <p>(7) Some evidence of ribbon development toward the west of the site notably along Wellington Hill and Mott Street (High Beech area) and to the south along Bury Road to the north of Sewardstonebury.</p> <p>(8) Epping Forest is situated between the settlements therefore the visual perception is one of forest.</p> <p>(9) A reduction in the gap is unlikely to compromise the physical separation of the towns as Epping Forest is situated between the towns.</p> <p>(10) A reduction in the gap is unlikely to compromise the separation of the towns visually due to Epping Forest however it is likely to compromise the openness of the gap.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The parcel contains a number of 'countryside uses'. A significant amount of the parcel is used for agricultural purposes; predominately arable farmland with some large commercial nurseries towards the north- western boundary. The parcel also includes Gilwell Park scouting HQ and activity centre, West Essex Golf Club and High Beech Golf Club, Waltham Abbey Jewish Cemetery, High Beech Cricket Ground, a long distance walking route (London Orbital walk traverses part of parcel to south – Yeats Meadow), numerous and public rights of way.</p> <p>(12) The topography of this area encompasses a series of pronounced hills, to the north east, in an otherwise gently undulating landform. The topography in the area does not prevent</p>		

encroachment of development. Therefore, the Green Belt designation safeguards the countryside from encroachment	
(13) There is no evidence of encroachment or other urbanising elements within the parcel.	
<b>4. To preserve the special character of historic towns</b>	<b>No Contribution – 0</b>
(14) The historic town of Waltham Abbey located adjacent to northern boundary formed by the M25 motorway.	
(15) Some views of Waltham Abbey and church tower, from the hill to the north of the parcel, east of Lord Padgets Wood/south of A121. Given the separation provided by M25, and the urban context provided by the relatively recent development to the south of the motorway, the impact of development within the parcel upon the historic significance of Waltham Abbey town is considered to be negligible.	
(16) Please see Q15 - negligible impact on historic significance of Waltham Abbey.	
(17) Please see Q15 - negligible impact on historic significance of Waltham Abbey	

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<b>Parcel DSR 059 - (Sewardstone)</b>		
<b>Parcel Size: 331.20 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	<b>Strong</b>	<b>5</b>
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	<b>Moderate</b>	<b>3</b>
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>8</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Strong – 5</b>
<p>(1) The parcel adjoins the built up areas of London, LB Enfield to the west and LB Waltham Forest to the south at Chingford.</p> <p>(2) The parcel contributes, as part of a wider network of parcels (adjoining DSR-060 and DSR-058), acting as a strategic barrier against the sprawl of Cheshunt and London (Chingford_.</p> <p>(3) Eastward sprawl from London in the south of the parcel is well contained by King George Reservoir as well as the River Lea. However the northern section of the parcel has fewer defensible boundaries even with the River Lea and Gunpowder Park. The development around Meridian Way is example where development has already breached M25 and River Lea barriers.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel does not itself provide, or form part of a gap between towns.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Moderate – 3</b>
<p>(11) A significant amount of the land is in use for commercial nurseries (horticultural purposes considered as agricultural use for the purposes of this assessment). Arable farmland to west of A112. To the west of the A112 and north of Hawes Lane. The Lee Valley county park is an important recreational and ecological resource, accounting for a significant area of the parcel mostly to the west of the A112. Well used footpath follows line of River Lea north-south across the site – Lea Valley itself includes a dense network of footpaths. The parcel also includes the Lee Valley Campsite, riding school, angling lakes and activity centre, and numerous local transport routes.</p> <p>(12) The topography of the parcel is characterised by the western valley of Lea River and is relatively level, with a slight slope. The topography in the area does not prevent encroachment of development. Therefore, the Green Belt designation safeguards the countryside from encroachment.</p> <p>(13) The parcel has been encroached by approx. 10.85% (35.47 hectares) at Meridian Way at the northern end of the parcel and at Gillwell Hill at the southern end of the parcel.</p>		

<b>4. To preserve the special character of historic towns</b>	<b>No Contribution – 0</b>
<p>(14) The parcel adjoins the southern boundary of the historic town Waltham Abbey.</p> <p>(15) New residential development and the large Sainsbury's warehouse and the M25 provide the significant barrier between the historic town proper and the parcel (although development at Meridian Way is considered functionally part of Waltham Abbey). Given the weak relationship between the parcel and the historic core of Waltham Abbey, development within the parcel would have a negligible impact on its historic significance.</p> <p>(16) See Q15 - negligible impact on its historic significance of Waltham Abbey.</p> <p>(17) See Q15 - negligible impact on its historic significance of Waltham Abbey.</p>	

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<b>Parcel DSR 060 - (South of Waltham Abbey)</b>		
<b>Parcel Size: 90.41 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	Relatively Weak	2
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	Strong	5
<b>4<sup>th</sup> GB Purpose</b>	Relatively Weak	2
<b>Total</b>		<b>9</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Relatively Weak – 2</b>
<p>(1) The parcel acts, in itself, as an effective barrier against sprawl from Cheshunt to the west.</p> <p>(2) The parcel contributes, as part of a wider network of parcels (adjoining DSR-061 and DSR-059), acting as a strategic barrier against the sprawl of Cheshunt and London.</p> <p>(3) The parcel contains the following defensible boundaries which act against sprawl from Cheshunt to the west of the parcel: A121, the Old River Lea and the Lee River Navigation. Also there is a Network of Electric Pylons running north to south parallel to the water course.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel does not itself or form part of a gap between towns.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation here protects the countryside. The parcel includes the Town Mead sports ground that consists of large open recreational fields. Sewardstone Road runs through the centre of the parcel, with a cemetery directly to the west and Waltham Abbey Football Club, playing fields, a cemetery and two allotments to the east. The eastern part of the parcel consists mostly of large areas of unprotected woodland and undesignated PROWs.</p> <p>(12) The topography within this area is relatively flat and contained and therefore does not prevent encroachment.</p> <p>(13) There is no evidence of encroachment or other urbanising elements within the parcel.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>Relatively Weak – 2</b>
<p>(14) The parcel adjoins the southern boundary of the historic town Waltham Abbey.</p> <p>(15) The Town Mead Sports Ground, to the west of the parcel, is of major importance archaeologically and is in Green Belt land within the setting of the historic town of Waltham Abbey. Development that occurred during the 20<sup>th</sup> century separates the parcel from the historic town and heritage assets within the town, physically and visually to the east</p> <p>(16) Although the Town Mead Sports Ground to the west of the parcel is within the context of the historic urban area, a row of 20<sup>th</sup> century development along Highbridge Street and Greenyard Grange Court, physically and visually separates the land from the historic core. Development</p>		

that occurred during the 20<sup>th</sup> century also separates the parcel to the east, from the historic town and heritage assets within the town. Therefore, it is unlikely that the Green Belt land in parcel DSR-060 contributes positively to the significance of the historic town and/ or the heritage assets within the town.

- (17) Although the parcel is partially within the context of the historic town, it is unlikely that the removal of the Green Belt designation would cause harm to the setting and significance of this area, because of the weak physical and visual relationship

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<b>Parcel DSR 061 - (Lee Valley Park)</b>		
<b>Parcel Size: 829.30 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	Relatively Weak	2
<b>2<sup>nd</sup> GB Purpose</b>	Weak	1
<b>3<sup>rd</sup> GB Purpose</b>	Strong	5
<b>4<sup>th</sup> GB Purpose</b>	Strong	5
		<b>13</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Relatively Weak – 2</b>
<p>(1) The parcel is greatly aided by strong defensible boundaries which act as effective barriers against sprawl from Cheshunt.</p> <p>(2) The parcel contributes, as part of a wider network of parcels (adjoining DSR060 and DSR062), to a strategic barrier against the sprawl of Cheshunt.</p> <p>(3) Two paths form the western boundary of the parcel, with the railway line further to the west which provides a very strong boundary. The railway has been effective in preventing the sprawl of Cheshunt into the Epping Forest District from the west. There are also numerous water bodies and tributaries within the parcel including Holyfield Lake, Hooksmarsh, Cheshunt Lake, Bowyer's water, Lee Valley white water Centre, River Lee Navigation and the River Lee Flood Relief Channel. The B194 and A121 at the southwestern boundary of the parcel act as a defensible boundary.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>Relatively Weak – 1</b>
<p>(4) The parcel itself provides and forms part of a gap between Waltham Abbey and Lower Nazeing.</p> <p>(5) There are defensible boundaries within the parcel which prevent neighbouring towns of Cheshunt and Waltham Abbey particularly the bodies of water river tributaries and associated woodland.</p> <p>(6) The distance between the settlements of Waltham Abbey and Lower Nazeing is 4.2km.</p> <p>(7) Some evidence of minor ribbon development in the north of the parcel along St Leonards Road south of Lower Nazeing.</p> <p>(8) Along the B194 the visual perception is one mainly of open countryside.</p> <p>(9) It is unlikely that a reduction in the Green Belt would compromise the separation of the towns physically.</p> <p>(10) It is unlikely that a reduction in the Green Belt would compromise the separation of the towns visually however if development were to take place it may impact on the openness of the gap as the parcel only contains sporadic buildings and retains an undeveloped character.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation here protects the countryside. The parcel is within the Lee Valley Regional Park and along the western boundary is a linear area of wetland which encompasses extensive waterbodies (flooded former gravel pits) and associated wetland. Pockets of trees and woodland are scattered throughout the parcel varying in density. The area is served by a network of public footpaths which run across and along the valley and arable land, facilitating access to this area as a recreational resource.</p> <p>(12) The parcel consists predominantly of flat, low lying land within the valley floor of the River Lea. The Green Belt designation in this land is considered to make a major contribution in safeguarding the countryside from encroachment, alongside the Lee Valley Park and Gunpowder Park.</p>		

(13) The parcel has been encroached by approx. 0.58 % (4.79 hectares) northwest of Waltham Abbey.

**4. To preserve the special character of historic towns**

**Strong – 5**

(14) The parcel adjoins the north western edge of the historic town of Waltham Abbey.

(15) The historic town centre core and the Abbey Gardens comprise the Waltham Abbey Conservation Area. The Royal Gunpowder Factory is also a conservation area (as well as the Abbey Gardens and Royal Gunpowder Factory containing scheduled monuments) which are within Green Belt land, north of the settlement. The parcel boundary abuts the historic core of town and the Abbey, at the north western settlement boundary, which is largely within a conservation area. There are 68 buildings listed as being of special architectural or historic interest within the historic town, of which 21 are within the Royal Gunpowder Factory.

(16) The identity of the Royal Gunpowder Factory, to the north of the historic core, has been maintained through the continued isolation of the site. Historically the open character of the Green Belt land in parcel DSR-061 protected the residence of Waltham Abbey from the dangers associated with manufacturing gunpowder and then later chemically based explosives. Therefore, the open character of the Green Belt land contributes positively to the significance of the heritage assets within the town.

(17) Given the strong physical and visual relationship between the historic town and the open land, it is likely that the removal of the Green Belt designation and consequent loss of openness from urbanising development on that land would cause harm to the setting and significance of the historic town and heritage assets.



<b>Parcel DSR 062 - (Nazeing Mead)</b>		
<b>Parcel Size: 165.50 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	Relatively Weak	2
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	Relatively Strong	4
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>6</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Relatively Weak – 2</b>
<p>(1) The parcel acts, in itself, as an effective barrier against sprawl from Hoddesdon to the west.</p> <p>(2) The parcel contributes, as part of a wider network of parcels, to a strategic barrier against the sprawl of Hoddesdon adjoining parcels DSR-061 and DSR-063 at the northern and southern boundary.</p> <p>(3) The canal and railway line in west of the parcel form the majority of its western boundary along with the extensive water bodies (filled gravel pits) which dominate the parcel.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel itself does not provide, or form part of, a gap or space between towns.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Relatively Strong – 4</b>
<p>(11) The Green Belt designation in this parcel protects the countryside. The parcel entirely within the Lee Valley Regional Park that is of high ecological value and includes LoWS, SSSI and SPA. Along the western boundary is a linear area of wetland which encompasses extensive waterbodies (flooded former gravel pits) and associated wetland.</p> <p>(12) The parcel is predominantly flat, low lying area within a valley floor. The topography and location does not prevent encroachment of development, given the proximity to the urban edge Hoddesdon and the Keyser Estate, to the west the Green Belt designation safeguards the countryside from encroachment.</p> <p>(13) The parcel has been encroached by built development or other urbanising elements within the parcel by approx. 1.05% (1.74 hectares) northwest of Lower Nazeing.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>No Contribution – 0</b>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p> <p>(16) See Question 14 above.</p> <p>(17) See Question 14 above.</p>		

<b>Parcel DSR 063 – (Glen Faba)</b>		
<b>Parcel Size: 122.40 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	Relatively Weak	2
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	Strong	5
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>7</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Relatively Weak – 2</b>
<p>(1) The parcel acts, in itself, as an effective barrier against sprawl from Hoddesdon</p> <p>(2) The parcel contributes, as part of a wider network of parcels (DSR-062 and DSR-064) at the northern and southern boundary as barrier against the sprawl of Hoddesdon.</p> <p>(3) There is a strong boundary created by the River Lee and Glen Faba. However, development has crossed this boundary at Dobbs Weir. There are a number of water features situated within the Lee Valley Regional Park to the west.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel itself does not provide, or form part of, a gap or space between towns.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation in this parcel protects the countryside. The parcel is entirely within the Lee Valley Regional Park, which is of high ecological value and includes a LoWS. Along the western boundary is a linear area of wetland which encompasses extensive waterbodies (flooded former gravel pits) that are used for fishing.</p> <p>(12) The parcel is predominantly flat, low lying area within a valley floor - the topography and location do not prevent encroachment. Therefore, the Green Belt designation safeguards the countryside from encroachment.</p> <p>(13) There is no evidence of encroachment or other urbanising elements within the parcel.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>No Contribution – 0</b>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p> <p>(16) See Question 14 above.</p> <p>(17) See Question 14 above.</p>		

<b>Parcel DSR 064 – (Area Surrounding Roydon)</b>		
<b>Parcel Size: 310.20 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	Strong	5
<b>2<sup>nd</sup> GB Purpose</b>	Relatively Weak	2
<b>3<sup>rd</sup> GB Purpose</b>	Relatively Strong	4
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>11</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Strong – 5</b>
<p>(1) The parcel acts, in itself, as an effective barrier against sprawl from Harlow and Hoddesdon</p> <p>(2) The parcel contributes, as part of a wider network of parcels, to a strategic barrier against the sprawl of Harlow and Hoddesdon. The parcel adjoins DSR-063 and DSR-066 at the southern boundary and DSR-065 at the northern boundary.</p> <p>(3) The River Stort, Marina and railway line all act as strong defensible boundaries to the sprawl of Hoddesdon. There are no notable north-south boundaries acting as an effective barrier to sprawl. Harlow Road which runs east-west is the strongest boundary. The western edge of Harlow adjoins an open field.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>Relatively Weak – 2</b>
<p>(4) The parcel forms part of a gap with DSR-066 between the towns of Roydon and Lower Nazeing.</p> <p>(5) The parcel provides defensible boundaries within the parcel to prevent neighbouring towns from merging. A mature hedgerow and trees line the southern boundary of the parcel south of Roydon creating a good defensible boundary.</p> <p>(6) The distance of the gap between Roydon and Lower Nazeing is 2.8 km.</p> <p>(7) There is some evidence of ribbon development at the southern edge of Roydon, along Epping Road (B181).</p> <p>(8) The visual perception of the gap along Epping Road (B181) is of open countryside.</p> <p>(9) A reduction in the gap is unlikely to compromise the separation of towns in physical terms.</p> <p>(10) A reduction in the gap would be unlikely to compromise the separation of towns and the overall openness of the parcel visually.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Relatively Strong – 4</b>
<p>(11) The Green Belt designation in this parcel protects the countryside. The western part of the parcel is within the Lea Valley Regional Park (LVRP), with the exception of a pocket of unprotected woodland at the south-western edge of the settlement Roydon. The river Stort flows along the north-western boundary within the LVRP and is used for recreational activities such as fishing. The fields are predominantly used for agricultural purposes that are lined with a network of mature hedgerows, mature veteran trees and PRoWs, with the exception of Roydon recreation ground and allotments to the south east and an enclosed field to the north east of Roydon. There are also two local wildlife sites located within the eastern part of the area, the Worlds End which is relatively central and the other at the lower edge.</p> <p>(12) The linear village Roydon runs north to south across the area. To the west of the village, the topography encompasses a hill which slopes downwards to the west towards the valley of the River Lee (the western slopes of this hill form the eastern valley sides). To the southeast of the</p>		

<p>village, the topography rises from the edge of the settlement to the top of two hills. These slopes are considered to be visually significant. Therefore the topography in this location does prevent encroachment.</p> <p>To the south and east of the village the topography is relatively level. Therefore it is unlikely that the topography in this location prevents encroachment.</p> <p>(13) The parcel has been encroached by approximately. 1 % (3.11 hectares) east of Roydon.</p>	
<p><b>4. To preserve the special character of historic towns</b></p>	<p><b>No Contribution – 0</b></p>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p> <p>(16) See Question 14 above.</p> <p>(17) See Question 14 above.</p>	

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<b>Parcel DSR 065 – (Linear parcel North of Roydon)</b>		
<b>Parcel Size: 22.82 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	Relatively Weak	2
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	Relatively Strong	4
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>6</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Relatively Weak – 2</b>
<p>(1) The parcel does act to a certain extent, in itself, as an effective barrier against sprawl from Harlow.</p> <p>(2) The parcel contributes as part of a wider network of parcels namely DSR064, to act as a strategic barrier against the sprawl of Harlow.</p> <p>(3) A strong boundary is created by the railway line.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel does not provide, or form part of, a gap or space between towns.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Relatively Strong – 4</b>
<p>(11) The Green Belt designation in this parcel protects the countryside. To the west of the parcel between the railway and Navigation is a grazing meadow. The tow path running north of the Navigation provides a good recreational walking resource.</p> <p>(12) The parcel abuts Roydon, to the north and encompasses a relatively level topography with a slight slope. The topography in the area does not prevent encroachment of development, given the location. Therefore, the Green Belt designation safeguards the countryside from encroachment</p> <p>(13) There is no evidence of encroachment or urbanising elements within the parcel.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>No Contribution - 0</b>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p> <p>(16) See Question 14 above.</p> <p>(17) See Question 14 above.</p>		

<b>Parcel DSR 066 – (North of Nazeing, South West of Harlow)</b>		
<b>Parcel Size: 763.40 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	<b>Strong</b>	<b>5</b>
<b>2<sup>nd</sup> GB Purpose</b>	<b>Relatively Weak</b>	<b>2</b>
<b>3<sup>rd</sup> GB Purpose</b>	<b>Relvatively Strong</b>	<b>4</b>
<b>4<sup>th</sup> GB Purpose</b>	<b>No Contribution</b>	<b>0</b>
<b>Total</b>		<b>11</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Strong – 5</b>
<p>(1) The parcel acts, in itself, as an effective barrier against sprawl from Harlow.</p> <p>(2) The parcel contributes, as part of a wider network of parcels, to a strategic barrier against the sprawl of Harlow. The parcel adjoins DSR-064 to the north, which surrounds the settlement of Roydon, and parcel DSR-067 to southeast.</p> <p>(3) The parcel is in close proximity to the specifically mentioned built-up areas. To the north east of parcel DSR-066, Water Lane and Epping Road (or Pardon Brook) create a strong barrier that would contain the sprawl of Harlow. Old House Lane in itself provides a relatively weak boundary. However, the ribbon development existing along the south of the lane together with the large nurseries, could potentially provide a barrier that could limit sprawl of Harlow into the important gap area to the north of Old House Lane and Epping Road, containing development within the area to the south, east and north of Old House Lane and Epping Road and Water Lane, respectively.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>Relatively Weak – 2</b>
<p>(4) The parcel acts itself, for the most part, as a gap between Lower Nazeing and Roydon.</p> <p>(5) Defensible boundaries within the parcel to prevent neighbouring towns from merging are: Epping Road (B181) and Pecks Hill/Sedge Hill / Hamlet Hill / Tylers Road forms an important and busy east/west route through the parcel.</p> <p>(6) The distance between Lower Nazeing and Roydon is 2.78 km.</p> <p>(7) There is evidence of significant ribbon development as the hamlets of Broadley Common, Halls Green and Roydon Hamlet developed in linear/ribbon fashion along Epping Road (B181), Hamlet Hill and Sedge Green and Tylers Road.</p> <p>(8) Vistas from Epping Road, Hamlet Hill, Sedge Green and Tylers Road across the gap are limited due to development along much of its length including large nurseries and the hamlets and Broadley Common, Tylers Green and Halls Green. From Hamlet Hill intermittent view afforded south across Stoneshot Common and Clays Hill area.</p> <p>(9) A reduction in the gap is unlikely to compromise the separation of towns in physical terms.</p> <p>(10) A reduction in the gap is unlikely to compromise the separation of towns and the overall openness of the parcel visually. The gap between these two settlements is extensive – visual separation would only be eroded through substantial development in this area and in particular to the south of Roydon Hamlet.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Relatively Strong –4</b>

<p>(11) The Green Belt designation in this parcel protects the countryside as the parcel is characterised by large commercial plant nurseries / 'buildings for agriculture'. The area also includes significant tracts of arable farmland, particularly to the south of Roydon Hamlet. The parcel includes a sports ground located to the west of North Road, Lower Nazeing, a number of local transport routes and a church cemetery on Betts Lane.</p> <p>(12) The site has an undulating topography with a number of visually significant slopes (most notable to the northeast of Lower Nazeing, Clays Hill, Totwell Hill and Betts Lane) affording long views across undeveloped agricultural land and large nurseries. Apart from the notable topography features mentioned the topography does not prevent encroachment of development.</p> <p>(13) The parcel has been encroached by approximately .28% (2.14 hectares) at the south east parcel boundary.</p>	
<p><b>4. To preserve the special character of historic towns</b></p>	<p><b>No Contribution – 0</b></p>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p> <p>(16) See Question 14 above.</p> <p>(17) See Question 14 above.</p>	

<b>Parcel DSR 067 – (East of Lower Nazeing)</b>		
<b>Parcel Size: 969.2 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	Strong	5
<b>2<sup>nd</sup> GB Purpose</b>	Weak	1
<b>3<sup>rd</sup> GB Purpose</b>	Relatively Strong	4
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>10</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Strong – 5</b>
<p>(1) The parcel acts, in itself, as an effective barrier against sprawl from Harlow. The parcel adjoins the western boundary of the Harlow DC.</p> <p>(2) The parcel contributes, as part of a wider network of parcels, to a strategic barrier against the sprawl of Harlow. It adjoins DSR-066 to the north and DSR-072 to the south / east. Together, the parcels consist mostly of open fields used for agricultural purposes, with a few scattered glasshouses to the north. Together the parcels create an important strategic barrier against the sprawl at the south / western edge of Harlow.</p> <p>(3) There are no particularly strong defensible boundaries in the northern section of the parcel to contain the sprawl of Harlow. The boundary between Harlow and the parcel is poorly defined by a thin line of mature trees. Epping Road (B181) to the west and Epping Long Green (track between Rye Hill Road and Epping Road) provide defensible boundary which could be used to contain further sprawl of Harlow apart from the ridgeline at the southern boundary of the parcel which is a very strong boundary.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>Weak – 1</b>
<p>(4) The parcel forms part of, a gap between Lower Nazeing and Waltham Abbey.</p> <p>(5) Nazeing Common/Waltham Road bisects the parcel broadly forms northeast/south west which could also provide a strong boundary to prevent merger of the two towns.</p> <p>(6) The distance between the settlements Waltham Abbey and Lower Nazeing is 4.2 km.</p> <p>(7) Evidence of existing ribbon development extends south, east and north of Lower Nazeing along St Leonards Road, Middle Street and Peck Hill, respectively. Many of the smaller settlements within the parcel (Broadley Green, Jacks Hatch, Long Green, Nazeing and Bumbles Green) form a linear development along the road.</p> <p>(8) Overall, the parcel is only sporadically developed, with some clusters of development particularly around the Broadley Common and Jack's Hatch areas. The parcel is dominated by open countryside.</p> <p>(9) A reduction in the gap would not compromise the separation of towns in physical terms.</p> <p>(10) A reduction in the gap is unlikely to compromise the separation of towns and the overall openness of the parcel visually.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Relatively Strong – 4</b>
<p>(11) The Green Belt designation in this parcel protects the countryside from encroachment. The parcel consists largely of arable fields which are lined with mature hedgerows, as well as an interconnected network of footpaths and National Trails (including the Three Forests Way and Stort Valley Way), which connect with other parcels. A very small part of the parcel at the western</p>		



<p>boundary lies within the LVRP. On the outskirts of the small village Bumbles's Green and Broadley Common to the north and south of the parcel, are allotment gardens and recreational grounds.</p> <p>(12) The area encompasses an undulating landform with a series of small, pronounced hills that create a local variation in topography at the western edge and visually significant slopes, at the urban edge of Lower Nazeing, to the south. The ridge line is some distance from Harlow which would not necessarily prevent encroachment from Harlow in this respect.</p> <p>(13) The parcel has been encroached by built development or other urbanising elements within the parcel by approximately 0.03% (.34 hectares) at the northeast of the parcel.</p>	
<p><b>4. To preserve the special character of historic towns</b></p>	<p><b>No Contribution – 0</b></p>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p> <p>(16) See Question 14 above.</p> <p>(17) See Question 14 above.</p>	

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<b>Parcel DSR 068 – (North of Waltham Abbey)</b>		
<b>Parcel Size: 745.10 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	Weak	1
<b>3<sup>rd</sup> GB Purpose</b>	Strong	5
<b>4<sup>th</sup> GB Purpose</b>	Weak	1
<b>Total</b>		<b>7</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The parcel does not act, in itself, as an effective barrier against sprawl from large built-up areas outside of the study area.</p> <p>(2) Although the parcel adjoins DSR-061 at the western boundary, which borders Cheshunt, DSR068 is not within the 'primary' network of parcels preventing sprawl from Cheshunt. There are number of constraints that provide strong defensible barriers located to the west of DSR061 that are unlikely to be breached (see DSR061 appraisal).</p> <p>(3) The parcel is not in close proximity to Cheshunt or the other large built-up areas.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>Weak – 1</b>
<p>(4) The parcel adjoins the north of Waltham Abbey and provides and forms part of a gap (together with DSR061 and DSR067) between Waltham Abbey and Lower Nazeing.</p> <p>(5) Marsh Hill and Waltham Road provide strong defensible boundaries to the north, as does the Galleyhill Wood combined with Deerpark Wood. Parklands and Pick Hill provide a strong boundary to the south, with the exception of Paternoster Hill where the boarder follows rear gardens of the town Waltham Abbey.</p> <p>(6) The distance of the gap between Waltham Abbey and Lower Nazeing is 4.2 km.</p> <p>(7) There are small areas of existing ribbon development throughout the parcel, but mostly concentrated on Crooked Mile, Claverhambury Road, Holyfield Road and Pick Hill.</p> <p>(8) The parcel is largely undeveloped, and the overall perception of the area along the B194 is open countryside.</p> <p>(9) Given the significant distance between the towns it is unlikely that a reduction in the gap would compromise the separation of towns in physical terms.</p> <p>(10) A reduction in the gap is unlikely to compromise the separation of towns and the overall openness of the parcel visually</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation in this parcel protects in the countryside as the parcel consists largely of fields used for agricultural purposes. Most of the fields that adjoin Waltham Abbey at the southern boundary of the parcel are designated glasshouse areas and a small part of the north western edge is within the Lea Valley Regional Park. There are two areas of ancient woodland (Galleyhill wood and Deerpark wood) at the north western and north eastern boundaries. Between the two ancient woodlands, there is a relatively large area of deciduous woodland (Galleyhill Green, The Springs and Broadgate Springs). Towards the western boundary the deciduous woodlands (Homefield Wood and Kennel Wood) follow to the edges of fields. Within the areas of woodland are three LoWS (Ep16, Ep25 and Ep48). There are areas of unprotected woodland, at the northern boundary and</p>		

<p>towards the south- eastern boundary, adjoining Breach Barns Caravan Park.</p> <p>(12) The parcel encompasses a gently undulating landform, with relatively prominent ridges and slopes around Aimes Green to the north of Waltham Abbey, which provide open views to the edge of Waltham Abbey urban area to the south. The Green Belt designation in this land is considered to make a major contribution in safeguarding the countryside from encroachment.</p> <p>(13) The parcel has been encroached by approx. 0.28% (2.05 hectares) at the northern edge of Waltham Abbey.</p>	
<p><b>4. To preserve the special character of historic towns</b></p>	<p><b>Weak – 1</b></p>
<p>(14) The parcel adjoins the historic town Waltham Abbey. Waltham Abbey was been extended significantly to the north and east, as a result of the growth of industrialisation within the town.</p> <p>(15) Because DSR-068 abuts development that occurred during 20<sup>th</sup> century, there is weak relationship between the Green Belt land in this parcel and the setting of the historic core of Waltham Abbey and/ or any heritage assets.</p> <p>(16) Given that the parcel does not have a physical or visual relationship with the historic core of Waltham Abbey, the open character of the Green Belt land in this parcel does not contribute positively to the significance of the town and/or heritage assets within the town.</p> <p>(17) Given that the parcel does not have a physical or visual relationship with the historic core of Waltham Abbe, the consequent loss of openness from the urbanising development on the land within parcel DSR-068 is unlikely to cause harm to the setting and significance of the historic town and heritage assets within the town.</p>	

<b>Parcel DSR 069 – (East of Waltham Abbey &amp; West of Epping)</b>		
<b>Parcel Size: 1,492.00 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	Moderate	3
<b>3<sup>rd</sup> GB Purpose</b>	Strong	5
<b>4<sup>th</sup> GB Purpose</b>	Relatively Weak	2
<b>Total</b>		<b>10</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The parcel does not act in itself, as an effective barrier against sprawl from the large built-up areas of London, Harlow, Cheshunt or Hoddesdon.</p> <p>(2) The parcel does adjoin DSR072 and DSR067 which are both on the southern boundary of Harlow, however DSR069 is a bit far south of Harlow to be considered part of the 'primary' network of parcels preventing sprawl from Harlow.</p> <p>(3) See answer to Question 2 above.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>Moderate – 3</b>
<p>(4) The parcel forms a large gap between Epping to the east and Waltham Abbey to the west.</p> <p>(5) The parcel contains a number of defensible boundaries which help prevent neighbouring towns from merging: Upland Road and Wood Green Road (east of Waltham Abbey); B1393 (just west of Epping); Cobbins Brook (tributary of River Lea); Fragmented pockets of woodland dispersed throughout the parcel. The Selvage/Copped Hall Green, Rookery Wood, and Spratt's Hedgerow Wood create near continuous natural barrier from the M25 in the south to Cobbins Brook.</p> <p>(6) The distance between the towns Waltham Abbey- Epping is 4.6 km.</p> <p>(7) Ribbon development is evident to the southwest of Epping, stretching along High Road (B1393). Copthall Green, small linear settlement along Horseshoe Lane east side of route. Further ribbon development located along Woodgreen Road to the east of Waltham Abbey.</p> <p>(8) To the east end of M25 there are unobscured views north across farmland toward Copped Hall. To the east of the parcel, from Bury Road, there are intermittent views east across farmland. Fragmented pockets of trees dispersed across the parcel and undulating topography obscures views across the gap from Epping to Waltham Abbey. The natural topography and features throughout the site mean that at present there is no particular visual relationship between the two towns.</p> <p>(9) A reduction in the gap is unlikely to compromise the separation of towns in physical terms given that the size of the substantial size of the gap.</p> <p>(10) A reduction in the gap could compromise the separation of towns and the overall openness of the parcel visually depending on the location and scale of such a reduction.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation in this parcel protects countryside including predominantly agricultural land, a number of large nurseries, Upshire Primary School playing fields, a Cricket ground located to the north of Sergeants Green and Southend Lane and a number of PRow's There are also numerous pockets of woodland dispersed throughout the site.</p> <p>(12) The eastern fringes of Waltham Abbey and the western fringes of Epping are consist of undulating</p>		

<p>farmland. The topography changes mid-way between Epping and Waltham Abbey to create a sharp peak. However given the distance relative to existing development, it does not prevent encroachment.</p> <p>(13) The parcel has been encroached by approx. 0.08% (1.15 hectares) of built development or other urbanising elements. There is a particular heavy concentration of encroachment west of Woodgreen Road and east of Waltham Abbey in the form of offices, storage, housing and equestrian related businesses. This area of the parcel performs considerably worse than the rest of the parcel for this purpose.</p>	
<p><b>4. To preserve the special character of historic towns</b></p>	<p><b>Relatively Weak – 2</b></p>
<p>(14) Parcel adjoins the historic settlements of Epping to the east and Waltham Abbey to the west.</p> <p>(15) The Green Belt land that adjoins Epping and Waltham Abbey provides an open and undeveloped context to the settlement. However, the contribution toward the historic nature of the towns is not particularly evident given that more modern development has already occurred around the historic cores of the towns.</p> <p>(16) The Green Belt land that adjoins Epping and Waltham Abbey provides an open and undeveloped context to the settlement. However, the contribution toward the historic nature of the towns is not particularly evident given the more modern development that has already occurred around the historic cores of the towns. It is unlikely that additional development, would have much impact on the historic setting.</p> <p>(17) Development on the periphery of the historic towns, to the east/northeast of Waltham Abbey and to the west of Epping is unlikely to have a significant impact on the setting of the towns. Development that has occurred around the historic core has not responded well to its historic context. As such, additional growth would be unlikely to have a significant impact on the historic character of the towns.</p>	

<b>Parcel DSR 070 – (North West of Epping)</b>		
<b>Parcel Size: 500.10 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	No Contribution	0
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	Strong	5
<b>4<sup>th</sup> GB Purpose</b>	Strong	5
<b>Total</b>		<b>10</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>No Contribution – 0</b>
<p>(1) The parcel does not act, in itself as an effective barrier against sprawl from large built-up areas outside of the study area.</p> <p>(2) The parcel adjoins DSR-072 to the north and parcel DSR-050 to the northeast. The parcels are relatively open and border the urban edge of Harlow, to provide a strategic barrier preventing the east and southern sprawl of Harlow. However DSR070 is a bit far south of Harlow to be considered part of the 'primary' network of parcels preventing sprawl from Harlow.</p> <p>(3) Upland Road provides a boundary at north of the parcel however it is not particularly defensible and has open views along this road to the north and south.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel does not form part of a gap or space between towns.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt here protects countryside uses as it encompasses a patchwork of arable fields that are interspersed with small patches of woodland. Key ecological habitats are provided by small ponds and stream corridors and a County Wildlife site.</p> <p>(12) The topography of DSR-70 is characterised by gently undulating agricultural (predominantly arable) fields that provide an open view to the urban edge of Epping to the south east. The topography and location relative to existing development does not prevent encroachment. Therefore, Green Belt designation in this parcel safeguards the countryside from encroachment.</p> <p>(13) There is no evidence of encroachment or urbanising elements within the parcel.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>Strong – 5</b>
<p>(14) The parcel adjoins the northwest boundary of the historic town of Epping.</p> <p>(15) During the 20<sup>th</sup> century, Epping was extended to accommodate commuters, to the north, west and south. Parcel DSR-070 mostly borders the 20<sup>th</sup> century development, limiting the physical and visual relationship between the Green Belt land in this parcel and the setting of the historic core of Epping and/ or any heritage assets. The Green Belt land within parcel DSR-070 briefly</p>		

aligns with the historic core of Epping, east of Lindsey Street. The Green Belt land at the settlement boundary has helped maintain the strong open character of this area.

(16) The origins of Epping tracks back to Epping Upland, to the north western parcel boundary. In the mid-12<sup>th</sup> century the settlement was re-located to Epping Heath on Lindsay Street and gradually developed into a town to capitalise on the trade passing along the route from London to Cambridge. The open character of the Green Belt land, east of Lindsey Street, preserves the quality of the only remaining view between Epping Upland and Epping town. The removal of the Green Belt designation to the east of Lindsay Street will not necessarily harm the open setting of the Epping Conservation Area, however, it would eliminate the visual connection and long vistas shared between Epping and Epping Upland. The openness of the Green Belt here affords views of Epping's three towers which plot the route of the High Street (Victorian water tower, St John's Church tower, and the Civic Office tower), and Epping Upland Church can be seen in some views out of Epping. These views are an important aspect of the significance and setting of the town and its heritage assets.

(17) The removal of the Green Belt designation to the east of Lindsay Street will not necessarily harm the open setting of the Epping Conservation Area, however, it would eliminate the visual connection and long vistas shared between Epping and Epping Upland. The openness of the Green Belt here affords views of Epping's three towers which plot the route of the High Street (Victorian water tower, St John's Church tower, and the Civic Office tower), and Epping Upland Church can be seen in some views out of Epping. These views are an important aspect of the significance and setting of the town and its heritage assets.

<b>Parcel DSR 071 – (Knighton Wood - Buckhurst Hill)</b>		
<b>Parcel Size: 38.17 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	<b>Relatively Strong</b>	<b>4</b>
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	<b>Strong</b>	<b>5</b>
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>9</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Relatively Strong – 4</b>
<p>(1) The parcel consists of an area of isolated woodland, Knighton Wood (SSSI), surrounded by built development to the north, south east and west. The south boundary of parcel is formed by PRoW and administrative boundary between EFDC and LB Redbridge. The parcel is surrounded by existing built up area forming an unbroken stretch of development from Greater London to Loughton. It does act as a barrier to the sprawl of London.</p> <p>(2) There is a high level of containment with existing built development to north, east and south. The parcel does not form part of a wider network of GB parcels.</p> <p>(3) There are no boundary features of significance within parcel. The woodland functions as a single area.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel does not form part of, a gap or space between towns</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The woodland is considered countryside and provides an accessible and well used natural greenspace and ecological resource used for recreation / walking.</p> <p>(12) The land abuts the Buckhurst Hill, to the north, east and west, as well as the LB Redbridge, to the south. The parcel encompasses a relatively level topography that would not prevent encroachment of development, given the location.</p> <p>(13) There is no evidence of encroachment or other urbanising elements within the parcel.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>No Contribution – 0</b>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p> <p>(16) See Question 14 above.</p> <p>(17) See Question 14 above.</p>		



<b>Parcel DSR 072 – (South of Harlow)</b>		
<b>Parcel Size: 573.9 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	Strong	5
<b>2<sup>nd</sup> GB Purpose</b>	No Contribution	0
<b>3<sup>rd</sup> GB Purpose</b>	Strong	5
<b>4<sup>th</sup> GB Purpose</b>	No Contribution	0
<b>Total</b>		<b>10</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Strong – 5</b>
<p>(1) The parcel acts as an effective barrier against the sprawl from Harlow.</p> <p>(2) The parcel is adjoins DSR-067 to the NW and DSR-073 to the northeast, together they form a wider network of parcels that provide a strategic barrier against the sprawl of Harlow.</p> <p>(3) Rye Hill Road at the northern boundary of the parcel provides a boundary consisting of a small road lined with hedgerows and some wood however it is not particularly a strong boundary.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel does not form part of, a gap or space between towns.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation here does protect countryside as it consists mostly of arable fields, which are lined with a network of mature hedgerows and small, linear belts of deciduous woodland. The narrow stream Cobbins Brook runs through the parcel and there are several ponds are scattered throughout the area. There is also an interconnected network of public footpaths across the area which connect to the Forest Way National Trail. There is a small area of allotment gardens, to the east of the settlement Epping Green.</p> <p>(12) The topography of the parcel encompasses slightly undulating plateau farmland. The topography in the area does not therefore prevent encroachment of development. Therefore, the Green Belt designation safeguards the countryside from encroachment</p> <p>(13) There is no evidence of encroachment or urbanising elements within the parcel.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>No Contribution – 0</b>
<p>(14) There are no historic towns within or adjacent to the parcel.</p> <p>(15) See Question 14 above.</p> <p>(16) See Question 14 above.</p> <p>(17) See Question 14 above.</p>		

<b>Parcel DSR 073 – (South of Harlow/West of J7 of M11)</b>		
<b>Parcel Size: 344.40 hectares</b>		
<b>Summary of Assessment</b>		
<b>Parcel's Contribution to the Purposes of the Green Belt</b>		
<b>1<sup>st</sup> GB Purpose</b>	<b>Strong</b>	<b>5</b>
<b>2<sup>nd</sup> GB Purpose</b>	<b>No Contribution</b>	<b>0</b>
<b>3<sup>rd</sup> GB Purpose</b>	<b>Strong</b>	<b>5</b>
<b>4<sup>th</sup> GB Purpose</b>	<b>No Contribution</b>	<b>0</b>
<b>Total</b>		<b>10</b>
<b>1. Check the unrestricted sprawl of large built-up areas</b>		<b>Strong – 5</b>
<p>(1) The parcel acts, in itself, as an effective barrier against sprawl from Harlow. The majority of north boundary) adjoins Harlow and area of undesignated green space to the east of Rye Hill Road.</p> <p>(2) The parcel does contribute as part of a wider network of parcels, to a strategic barrier against the sprawl of Harlow. Parcel adjoins DSR-053 to the east and parcel DSR-062 to the west. The parcels are relatively open and border the urban edge of Harlow, to provide a strategic barrier preventing the east and southern sprawl of Harlow.</p> <p>(3) The A414 at the eastern boundary is a strong defensible boundary as is the ridgeline to the south and to lesser extent Rye Hill Road on the western boundary of the parcel. The northern boundary adjoins Harlow boundary and there is little in the way of physical defensible boundaries on the edge of Harlow. Latton Common Road currently acts as boundary to the growth of Harlow at the northeast of the parcel however it is not particularly defensible. Development has already breached Commons Road and Long Wood Road. Rundell's Grove (south of Latton Common) acts as quite a good defensible boundary however is not particularly linear.</p>		
<b>2. Prevent neighbouring towns merging into one another</b>		<b>No Contribution – 0</b>
<p>(4) The parcel does not form part of, a gap or space between towns.</p> <p>(5) See Question 4 above.</p> <p>(6) See Question 4 above.</p> <p>(7) See Question 4 above.</p> <p>(8) See Question 4 above.</p> <p>(9) See Question 4 above.</p> <p>(10) See Question 4 above.</p>		
<b>3. Assist in safeguarding the countryside from encroachment</b>		<b>Strong – 5</b>
<p>(11) The Green Belt designation here protects countryside uses. The parcel consists mostly of farmland, with a large block of woodland towards the north-eastern boundary and a few PRowS that run through the centre.</p> <p>(12) The topography gradually slopes, culminating in a ridge at Rye Hill. This is one of the highest points in the District and facilitates open views to the edge of Harlow, to the north. This topography does prevent encroachment however as there is considerable undeveloped land between Harlow and the ridge.</p> <p>(13) There is no evidence of encroachment or other urbanising elements within the parcel.</p>		
<b>4. To preserve the special character of historic towns</b>		<b>No Contribution – 0</b>

- |   |
|---|
| <p>(14) There are no historic towns within or adjacent to the parcel.<br/>(15) See Question 14 above.<br/>(16) See Question 14 above.<br/>(17) See Question 14 above.</p> |
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**Epping Forest  
District Council**

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**Settlement Hierarchy  
Technical Paper**

September 2015

## **Contents**

1. Introduction.....	3
National Planning Policy Framework .....	4
Purpose of this Technical Paper.....	5
2. Methodology.....	6
3. Analysis.....	7
Adopted Policy Approach .....	7
Approach of Neighbouring Authorities.....	7
Sustainability Appraisal (SA) Process .....	8
Accessibility Analysis.....	8
Town Centres Study .....	9
Employment Provision and Emerging Studies .....	10
Historic Environment .....	11
Identifying Services & Facilities.....	12
Table 1 – Identified Services and Facilities .....	12
Education .....	12
Health.....	13
Rail Transport.....	13
Retail .....	14
Community Facilities/Services .....	14
Population.....	15
Influences outside Epping Forest District .....	15
Measuring Relative Sustainability.....	16
4. Settlement Hierarchy for Epping Forest District .....	17
Table 2 – Points for settlement assessment .....	17
Table 3 – Settlement assessment summary .....	20
Table 4 – Epping Forest District Settlement Hierarchy .....	26
Appendix 1 - Adopted Local Plan Policies Showing Selective Hierarchical Approach.....	27
Appendix 2 - Approach to Settlement Hierarchy in Neighbouring Authority Areas.....	30
Appendix 3 - Epping Forest District Settlement Profiles .....	33

## 1. Introduction

- 1.1 Epping Forest District is a mainly rural District in the south-west of Essex abutting Greater London, Harlow and Hertfordshire. 92.4% of the District is within the Metropolitan Green Belt. The south west of the District is the most densely populated and includes Loughton, Buckhurst Hill, and Chigwell. Much of the rest of the population is located Epping, Waltham Abbey and Chipping Ongar. There are many villages and smaller rural settlements, predominantly towards the north of the District.
- 1.2 The District is located at the eastern end of the London Underground Central Line and contains eight stations on this line. There is one mainline railway station in Roydon, which is on the London Liverpool Street – Stansted – Cambridge line. Other railway stations are close to the District at Sawbridgeworth, Harlow, Broxbourne and Waltham Cross.
- 1.3 The M25 runs east-west through the District, with a local road interchange at Waltham Abbey (J25). The M11 runs north – south, with a full interchange (J7) at Hastingwood just south of Harlow, and a northward –off/ southward- on interchange at Loughton. There is also a motorway only interchange at the M11/M25 (J6/J27) south-east of Epping. The A414 is a key east-west route and this crosses the District from Harlow to Ongar on the way to Chelmsford and the Essex coast.
- 1.4 The District is approximately 130 square miles in area, and contains 20 parish councils and 4 town councils. The 2011 Census recorded a population of about 124,660 people living in close to 52,000 households.



1.5 The current Local Plan was adopted in 1998 with subsequent Alterations adopted in 2006. The Council is currently preparing a new Local Plan for the District covering the period up to 2033. This document forms part of the evidence base for the emerging Local Plan.

#### National Planning Policy Framework

1.6 The National Planning Policy Framework (NPPF) (March 2012) includes the key theme of achieving 'sustainable development' (NPPF para. 14). Sustainable development combines three elements; environmental, social and economic sustainability. These three elements must be balanced in preparing Local Plans and reaching decisions on planning applications.



- 1.7 The core principles of the NPPF reflect the need to identify and plan for the housing, employment and other needs of an area. The principles also emphasise the preference for efficient use of resources by prioritising development on previously developed land and, where appropriate, reuse of existing buildings whilst protecting natural assets. The NPPF highlights the importance of town centres, stating that these should be supported through positive planning policies which encourage their viability and vitality. It recognises that identified centres are preferable locations for development. In more rural locations, there is strong support for (i) retention, and making best use of services and facilities, including sustainable modes of transport, and (ii) growth of rural businesses.

#### Purpose of this Technical Paper

- 1.8 This document establishes a hierarchy of settlements within the District, and identifies relationships with settlements outside the District. This will subsequently be used to inform the preparation of the Local Plan, and in considering planning applications. It is therefore a planning tool which identifies how existing settlements function and establishes a measure of relative sustainability of and between those settlements.

## 2. Methodology

- 2.1 While there is no set methodology in establishing a hierarchy, there is a wealth of information which can be used to determine how settlements function in relation to each other.
- 2.2 Analysis of a number of factors has been undertaken to establish the most reasonable settlement hierarchy to support the preparation of the Local Plan. These data sources include:
- Review of adopted planning policy
  - Review of approach by neighbouring authorities
  - Emerging Sustainability Appraisal for the Local Plan
  - Findings of Epping Forest District Transport Accessibility Analysis
  - Town Centres Study (2010)
  - Economic and Employment Evidence to support the Local Plan and Economic Development Strategy (emerging, 2015)
  - Historic Towns Report (Essex County Council 1990) and Heritage Asset Review (2012)
  - Census 2011 (ONS)
  - Brief profile of each town/village in the District, and where appropriate, consideration of neighbouring towns/villages
- 2.3 Following review and analysis of the above, and drawing on good practice where this exists, this analysis has established a settlement hierarchy.

### **3. Analysis**

#### Adopted Policy Approach

- 3.1 The adopted Local Plan (1998 as amended 2006) does not contain a settlement hierarchy. There are however, policies which take a selective hierarchical approach in respect of different topic matters.
- 3.2 Policy GB16 (1998 Local Plan) identifies the settlements that could be suitable for the provision of affordable housing. 10 small villages are identified by the policy, but it is not clear from the supporting text how they were selected. A further six settlements are identified as not being appropriate for affordable housing, but the justification is again unclear.
- 3.3 Policy TC1 (2006 Local Plan Alterations) identifies a hierarchy as it relates to retail centres in the District. Four categories are identified, and all of the town/village centres and local shopping parades are allocated to these categories.
- 3.4 The full text of both of these policies is contained in Appendix 1.

#### Approach of Neighbouring Authorities

- 3.5 Some analysis of the approach taken by neighbouring authorities has been undertaken (Appendix 2). The four adjoining London Boroughs, the Borough of Broxbourne and Harlow District, have adopted various approaches to establishing a hierarchy of town centres. The remaining four authorities, using different methodologies have established hierarchies which group together towns and villages in accordance with the availability of services and facilities.
- 3.6 The hierarchy for this District has regard to the way in which settlements relate to towns and villages beyond the administrative boundary. There is no single method used by the neighbouring authorities which stands out as being entirely appropriate for this District.

### Sustainability Appraisal (SA) Process

3.7 An on-going SA process is required as part of the preparation of the Local Plan, which assesses the relative sustainability of the strategy and policy alternatives. A number of indicators have been identified as part of this process and all Strategic Land Availability Assessment (SLAA) sites have been measured against them as an initial assessment:

- Air quality
- Biodiversity
- Climate Change (includes accessibility criteria)
- Community and Wellbeing (includes accessibility criteria)
- Economy
- Historic Environment
- Land Use
- Landscape
- Water

3.8 Given the wider remit (and legislative background) of the SA there are several indicators more criteria within the SA than are directly relevant to establishing a settlement hierarchy. Therefore, the SA work has been reviewed, and those criteria that provide a direct measure of overall functionality of a settlement are incorporated. These indicators fall within the Climate Change and Community and Wellbeing sections.

### Accessibility Analysis

3.9 EFDC commissioned Essex County Council (ECC) to undertake an assessment of the relative accessibility of the District, in addition and further to, the SA process (see section above). The ECC study maps the existing provision public transport, cycle networks and public rights of way, and to (non private) education and health facilities. It then produces an analysis of sites that have been submitted to the SLAA process. The output of this work shows the most accessible potential sites in the District based on the current level and range of services.

- 3.10 The ECC assessment maps the bus stop locations and service frequencies and subsequently provides a weighted score to each SLAA site location. The mapping highlights the key bus routes (but does not show individual services) and the frequency of the overall level of service. This approach is sufficient to establish the overall accessibility of locations using sustainable modes of transport as a measure. Further detailed study of the bus network and contact with the bus operators will be required in due course. Bus frequency information is included in the settlement profiles at Appendix 3, but should only be used as an initial indicator of overall accessibility. For the purposes of this assessment, a two stage scoring system has been devised for bus services. This considers the frequency of services and the routes available. Where the service is infrequent and/or there is limited weekend services, the bus service is categorised at “level 1”. Where there is a daily service, and in excess of (on average) 40 departures per day, this is awarded “Level 2”.
- 3.11 This study shows that, due to a combination of (i) a frequent bus service, (ii) Central Line stations, and (iii) a range of education and health facilities the more densely populated settlements have a greater level of accessibility. This applies particularly to Loughton, Buckhurst Hill and Chigwell. Other areas that score well are where a high frequency bus route runs along a main road. Examples are Thornwood, and the area of Chipping Ongar that is immediately around the A414/B184/A113 (Four Wantz) junction.

#### Town Centres Study

- 3.12 There is no set methodology for establishing a town centres hierarchy, although the NPPF (paragraph 23) requires that local planning authorities should “define a network and hierarchy of centres that is resilient to anticipated future economic changes”. The town centres hierarchy will form part of the relevant suite of Local plan policies that address retail and town centre matters.
- 3.13 The Town Centres Study was completed by Roger Tym & Partners in May 2010, and still provides the most up-to-date information on the town centres

and other shopping areas in the District. This study undertook a “health check” for each of the main centres (Buckhurst Hill, Chipping Ongar, Epping, Loughton Broadway, Loughton High Road and Waltham Abbey), and subsequently assessed the role and function of the centres. This study suggested a revised hierarchy (from that included in the 2006 Local Plan Alterations) for the six main centres as follows:

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

3.14 Given the age of the Town Centres Study, and the further change in the performance of the identified centres that has likely taken place since the report was completed, it is not appropriate to use this recommended hierarchy as the sole indicator of the hierarchy of towns. This study does confirm that the larger settlements contain the largest and most successful town centres. The elements of these town centres which contribute most readily to overall sustainability are identified in Table 1 below, and are the types of uses that are in demand frequently to meet everyday needs.

#### Employment Provision and Emerging Studies

3.15 It is very difficult to measure employment provision at a settlement level, as ‘Travel To Work’ data (which analyses commuting patterns and locations of homes and employment) is only published once a decade (following a Census), and this data is understandably skewed by the large amount of commuting which takes place to and from London. There are many people who live in Epping Forest District who work outside it, and conversely there are people who live outside Epping Forest District but work within it. Roughly half of the District’s resident working population commute to London. Given the geographical location of the District, bordering Greater London, this pattern of commuting is unlikely to change significantly in the short-term.

3.16 At a District level, much of the employment is in the service sector, often meeting the needs of local residents rather than exporting services to other

areas. The construction sector is also strong. There is significant 'leakage' of comparison retail spend, i.e. many of the District's residents choose to shop outside of the District for items like clothing, furniture and major home appliances, so this spending 'leaks' out. Again this is not surprising given the relatively small nature of the District's town centres compared to other areas within reach, such as Harlow, Romford, Enfield, and Brentwood.

- 3.17 The way in which the local employment market functions, and further how this relates to the Housing Market Areas that exist across the District, is subject to further study. Initial findings suggest that, as expected, Epping Forest District is not a self contained economy, but part of an economic geography. Firstly Epping Forest District has good economic links southwards with London, and also to the north with Harlow. There is also a less strong economic links between Epping Forest District and East Hertfordshire, Harlow, Uttlesford, Brentwood, Broxbourne, Enfield, Stansted, London and Cambridge. This reflects the fact that economies do not respect administrative boundaries.

#### Historic Environment

- 3.18 The historic environment plays a role in the way in which settlements in the District have developed and changed over time. National policy on protecting and enhancing the historic environment is contained within the NPPF (chapter 12). This broadly states that heritage assets are an irreplaceable resource and measures should be taken to preserve them in a manner appropriate to their significance. The NPPF also relates Green Belt policy to historic towns, one of the roles of the Green Belt being "to preserve the setting and special character of historic towns" (NPPF, para 80).
- 3.19 The "*Historic Towns Supplementary Planning Guidance*" was produced by Essex County Council in 1990, and was subsequently adopted by Epping Forest District Council. This guidance identifies settlements within the County which could be considered to have an "urban status" prior to 1700, and in which there are archaeological and historic remains that require protection. Three historic towns are identified in this guidance. Chipping Ongar and

Epping are of importance as examples of small medieval and post-medieval market towns, and Waltham Abbey is of importance as an ecclesiastical centre, and because of the history of the Royal Gunpowder Works.

- 3.20 The development of the railway (now Central Line) from London originally to Loughton (later extended to Epping and Chipping Ongar), significantly influenced the growth and development of, and consequently shaped the way in which Buckhurst Hill, Chigwell, Loughton/Debden, Theydon Bois and Epping function today as service centres and key locations for people that commute into London for work. This reflects the role of the overall historic environment (beyond those assets that are designated) in shaping the evolution of settlements.

#### Identifying Services & Facilities

- 3.21 The settlement hierarchy is determined by identifying the range of services and facilities available within each place.

Table 1 – Identified Services and Facilities

<b>Category</b>	
Education	Nursery, Primary School, Secondary School, Higher/Further Education
Health	GP, Dentist, Opticians, Pharmacy, Hospital
Transport	Bus service, Rail Station, Underground Station
Retail	Post Office, Local Shop, Supermarket (over 3,000m <sup>2</sup> ), ATM, Bank, Pub/Restaurant
Community Facilities/Services	Place of Worship, Community Hall, Fire Station, Leisure Centre, Park/Playgrounds, Library, Police Station, Public Car Park, Citizens Advice

#### Education

- 3.22 There are different tiers of education facilities in the District, catering from nursery school provision through to higher/further education. There are currently 38 primary schools and six secondary schools, with the secondary



schools being focused to the south west of the District. Epping Forest College and the University of Essex campus in Loughton provide the only higher/further education campus' in the District, that are not associated with existing secondary schools i.e. sixth forms. Nursery provision is available at a mixture of facilities within existing primary schools, and bespoke operations. Private education establishments are not included in this assessment, as they are not available to the general public.

### Health

- 3.23 There is no hospital providing an Accident and Emergency service in the District, with the nearest facilities being in Harlow (Princess Alexandra Hospital) or Leytonstone (Whipps Cross Hospital). St Margaret's hospital in Epping provides some outpatients and "poly clinic" type services. Where private medical facilities exist these have not been recorded in this exercise, as they are not available to the general population of the District. There are general practitioner surgeries in most larger settlements, and in some cases there are several practices.
- 3.24 Availability of dentist practices varies, and the role of the NHS in providing these is rapidly diminishing. As a result of this, all dentist practices (NHS and private) are included in this assessment. Both opticians and pharmacies are often within main retail centres, and are generally owned and operated by the private market.

### Rail Transport

- 3.25 There is only one National Rail railway station in the District in Roydon, and another on the District boundary with East Hertfordshire at Sawbridgeworth. Further railway stations that are reasonably accessible to Epping Forest District residents are available at Harlow, Broxbourne, Waltham Cross, and Chingford, and more distant at Brentwood and Chelmsford. Although there are existing relationships between settlements in the District and these railway stations, it is not possible to gauge precisely the extent to which they are used by residents, and therefore the impact they may have on the way settlements

function. Further, Crossrail is due to begin operations at Shenfield in 2019, but again the relationship between Shenfield/Brentwood and settlements in the District in this respect cannot be quantified. To this end, no allowance is made as part of this exercise for stations outside the District, with the exception of Sawbridgeworth station. This is because Lower Sheering and Sawbridgeworth are effectively connected along Station Road, and the station is on the boundary between Epping Forest District/Essex and East Hertfordshire/Hertfordshire.

- 3.26 Eight stations of the London Underground network are within the District. Three of these (Roding Valley, Chigwell and Grange Hill) are on the Fairlop loop, and therefore have a more restricted service than the main Central Line that runs to Epping. For this reason, a two stage scoring has been created for the Central Line stations, with those on the Fairlop Loop receiving one point, and those on the main line to Epping scoring two points.
- 3.27 There are on-going concerns about the capacity of the Central Line and the mainline rail services, and the Council continues to liaise with London Underground and the rail providers on these matters. It is not within the remit of this Technical Paper to determine the likely future capacity of the overall rail network, although this will be addressed in more detail as the preparation of the Local Plan progresses.

#### Retail

- 3.28 The retail facilities included in this assessment are those that provide vital services, although it is also helpful to recognise that many services that were once only available “in person” are now available on line, therefore changing the role of retail premises within settlements. The retail uses that have been identified are those that provide for usual daily demands, and which contribute to the health and vitality of a settlement.

#### Community Facilities/Services

- 3.29 The community facilities/ services that are identified are those which help to create a sense of cohesion and community spirit within settlements. Such facilities are often community hubs providing a range of services (e.g. community hall), or provide an essential service to the way in which a settlement operates (fire station, police station).

### Population

- 3.30 The population of a settlement is not, in itself, an indicator of where a settlement should be placed within the hierarchy. Generally settlements with a larger population have more services and facilities for that population, however this is not always the case. A matter to be considered in detail whilst progressing the preparation of the Local Plan is the relationship between the overall population, and the number of services and facilities available and whether these are sufficient to meet the needs and demands of that population.
- 3.31 For the purposes of this Technical Paper, the population of the settlements has been derived from Parish and Ward based Census (2011) data.

### Influences outside Epping Forest District

- 3.32 In all locations in the District, there is an influence created by the proximity to London and the extensive employment, retail, leisure and other services and facilities that are available. It is not possible to comprehensively measure the full impact of London on the District, although various datasets exist which have attempted to quantify this. For the purposes of establishing a settlement hierarchy for Epping Forest District, the overall influence of London is noted, but this does not form a key part of the analysis. Other larger towns and cities are nearby and these include Harlow, Cheshunt, Broxbourne, Brentwood, Stratford, Ilford, Romford, Chelmsford and even Cambridge. All of these, and others, influence the work, leisure and travel patterns of the residents of Epping Forest District to varying degrees. There are some instances where settlements within the District form a continuous built area with settlements

outside the administrative boundary, and in these cases the relationship will be examined more closely by the settlement profiles.

### Measuring Relative Sustainability

3.33 A brief profile of the towns and larger villages in the District was included in the “Planning Our Future: Community Choices – Issues & Options for the Local Plan” consultation document published in 2012. Appendix 3 contains a series of tables identifying the services and facilities that are available in the settlements in the District. The relative sustainability of each settlement is scored on the basis of the presence of each type of service and facility. Where more than one instance of a particular type is found in a settlement, this is still scored once, for example if a settlement has two primary schools the settlement still only scores once for that category. The totals indicate the category that each settlement should be placed in. In addition, further analysis has been undertaken which also takes a qualitative approach to the assessment. This builds on the initial analysis included in the 2012 consultation document, and seeks to provide a more rounded overview of each settlement. Whilst the scoring may suggest a settlement should fall into a particular category, the qualitative analysis may indicate that a settlement more comfortably fits into a different category. As identified at the outset, the assessment process is not absolute, and cannot be fully defined by categories that will suit all eventualities. The methodology provides a logical and robust approach, which by its nature must be flexible to suit the differing character of the District’s settlements.

#### 4. Settlement Hierarchy for Epping Forest District

4.1 The categories for settlements have been established using non-technical terms. These are:

- Town
- Large Village
- Small Village
- Hamlet

4.2 There are several definitions of these categories, and no single accepted definition in planning terms. Table 2 is based on a combination of sources, including the Oxford English Dictionary, existing Local Plan policies and text, and judgement reflecting the research undertaken. The table also shows the scores that are allocated to each settlement type.

Table 2 – Points for Settlement Assessment

Settlement Category	Combined facilities
<p><i>Town</i></p> <p>A built up area with a name, defined boundaries, and local government, that is larger than a large village and smaller than a city. There are a good range of services and facilities, including good public transport access.</p>	21+
<p><i>Large Village</i></p> <p>A settlement that is smaller than a town, containing moderate facilities including reasonable public transport access. Can meet most local demands for “everyday” services.</p>	14 - 20
<p><i>Small Village</i></p> <p>Smaller than a larger village, but larger than a hamlet. Few facilities and limited public transport access.</p>	7 - 13
<p><i>Hamlet</i></p> <p>The smallest of settlements with very limited services and facilities. There is usually no discernible centre.</p>	0 - 6

- 4.3 An assessment of the available services and facilities in the settlements of the District has been completed. The profiles of each settlement are contained in Appendix 3, and a summary is shown in Table 3 below.

DRAFT

Figure 1: Settlement Categories

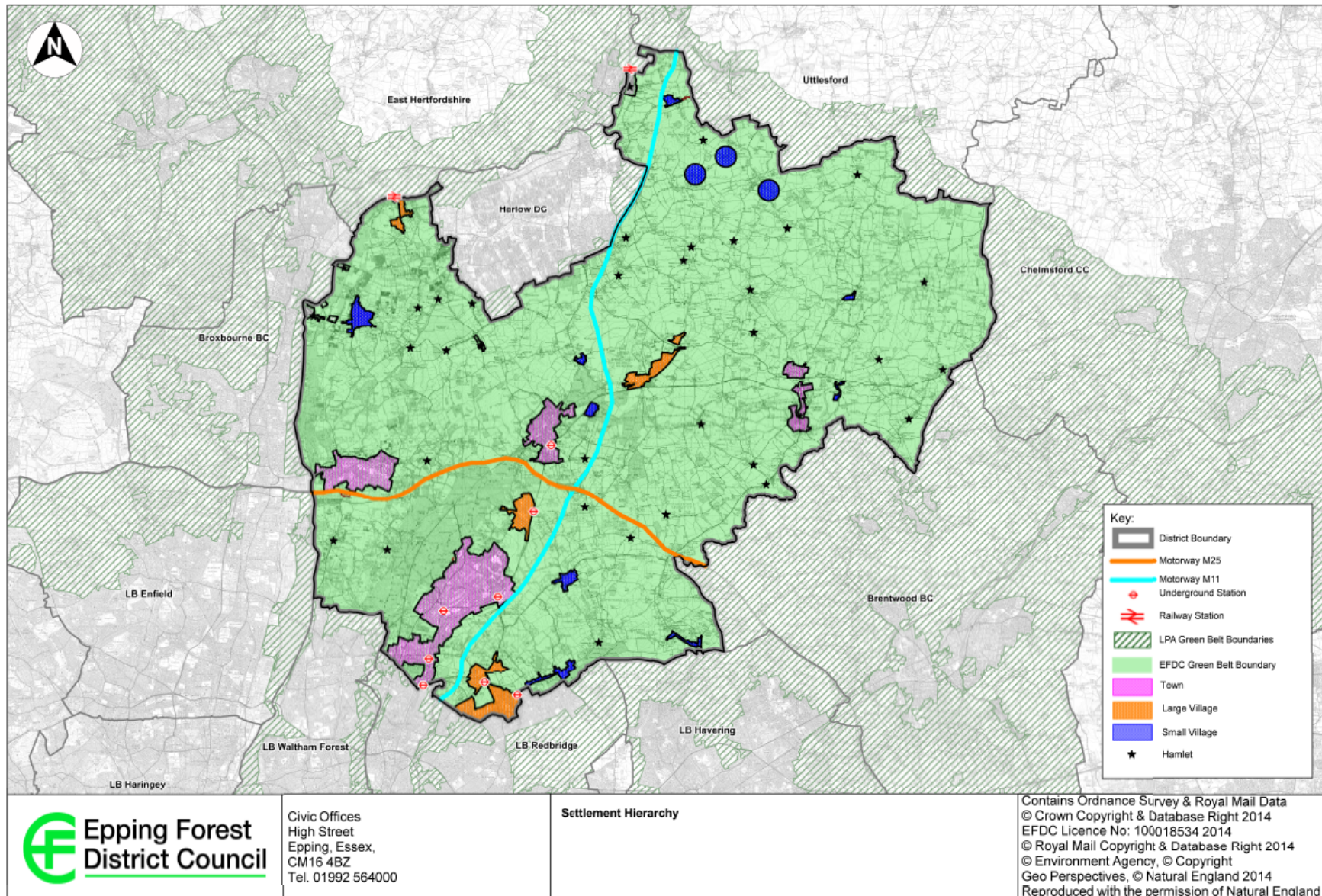


Table 3 – Settlement Assessment Summary

	Abridge	Buckhurst Hill	Bumbles Green	Chigwell	Chigwell Row	Chipping Ongar	Coopersale	Epping	Epping Green	Fyfield	High Beach	High Ongar	Loughton-Debden	Lower Nazeing	Lower Sheering	Matching Green	Moreton	North Weald	Roydon	Sewardstone	Sheering	Stapleford Abbotts	Theydon Bois	Thornwood	Waltham Abbey	Willingale	
<i>Population (11' Census)</i>	2013	11380	na	12987	2207	6251	na	11461	831	796	na	1255	31106	3874	2014	661	321	4477	2193	1118	891	1008	4062	969	18913	501	
<i>Area (ha)</i>	1042	385	na	1190	378	902	na	773	1773	991	na	1586	1512	989	530	1262	596	661	705	80	304	957	832	498	1999	1398	
<i># Dwellings</i>	1.9	29.6	na	9.05	5.8	6.93	na	14.8	0.47	0.8	na	0.79	20.57	3.9	3.8	0.52	0.54	6.77	3.1	13.98	2.93	1.05	4.88	1.95	9.46	0.36	
<i>Education</i>																											
<i>Nursery</i>	Y	Y	N	Y	Y	Y	Y	Y	N	N	Y	N	Y	N	N	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	N
<i>Primary</i>	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	N	Y	Y	Y	N	Y	N	
<i>Secondary</i>	N	N	N	Y	N	Y	N	Y	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	Y	N
<i>Higher</i>	N	N	N	N	N	Y	N	N	N	N	Y	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N
<i>Health</i>																											
<i>GP</i>	Y	Y	N	N	N	Y	N	Y	N	N	N	N	Y	Y	N	N	N	Y	N	N	N	N	N	Y	N	Y	N
<i>Dentist</i>	N	Y	N	Y	N	Y	N	Y	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	Y	N	Y	N
<i>Optician</i>	N	Y	N	Y	N	Y	N	Y	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	Y	N
<i>Pharmacy</i>	N	Y	N	Y	N	Y	N	Y	N	N	N	N	Y	Y	N	N	N	Y	Y	N	N	N	Y	N	Y	N	
<i>Hospital</i>	N	N	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N



	Abridge	Buckhurst Hill	Bumbles Green	Chigwell	Chigwell Row	Chipping Ongar	Coopersale	Epping	Epping Green	Fyfield	High Beach	High Ongar	Loughton-Debden	Lower Nazeing	Lower Sheering	Matching Green	Moreton	North Weald	Roydon	Sewardstone	Sheering	Stapleford Abbots	Theydon Bois	Thornwood	Waltham Abbey	Willingale	
<b>Transport</b>																											
<i>Bus Service (Level 1)</i>	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
<i>Bus Service (Level 2)</i>	Y	Y	N	Y	N	Y	N	Y	N	N	N	N	Y	N	N	N	N	Y	N	N	N	N	Y	Y	Y	Y	N
<i>Rail</i>	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	N	N	Y	N	N	N	N	N	N	N	N
<i>Underground (Loop)</i>	N	Y	N	Y	N	N	N	Y	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	Y	N	N	N	
<i>Underground (Direct)</i>	N	Y	N	N	N	N	N	Y	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	Y	N	N	N	
<b>Retail</b>																											
<i>Post Office</i>	Y	Y	N	Y	Y	Y	N	Y	N	Y	N	Y	Y	N	N	Y	N	Y	Y	N	Y	N	Y	N	Y	N	N
<i>Local Shop</i>	Y	Y	N	Y	Y	Y	Y	Y	N	Y	N	N	Y	Y	N	N	N	Y	Y	Y	Y	Y	Y	Y	Y	N	
<i>Supermarket (&gt; 3000m<sup>2</sup>)</i>	N	Y	N	N	N	Y	N	Y	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	Y	N	
<i>ATM</i>	Y	Y	N	Y	N	Y	N	Y	N	N	N	Y	Y	N	N	N	N	Y	Y	N	N	N	Y	Y	Y	N	
<i>Bank</i>	N	N	N	Y	N	Y	N	Y	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	
<i>Pub, Restaurant</i>	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	N	
<b>Community Facilities/Services</b>																											
<i>Place of Worship</i>	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	
<i>Community Hall</i>	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	N	Y	Y	N	N	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	

	Abridge	Buckhurst Hill	Bumbles Green	Chigwell	Chigwell Row	Chipping Ongar	Coopersale	Epping	Epping Green	Fyfield	High Beach	High Ongar	Loughton-Debden	Lower Nazeing	Lower Sheering	Matching Green	Moreton	North Weald	Roydon	Sewardstone	Sheering	Stapleford Abbotts	Theydon Bois	Thornwood	Waltham Abbey	Willingale	
<i>Fire Station</i>	N	N	N	N	N	Y	N	Y	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	Y	N
<i>Leisure/Sports Facility</i>	N	Y	Y	Y	N	Y	N	Y	N	N	Y	N	Y	N	N	N	N	Y	Y	N	N	N	Y	Y	Y	Y	Y
<i>Recreational Amenity</i>	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
<i>Library</i>	N	Y	N	Y	N	Y	N	Y	N	N	N	N	Y	N	N	N	N	Y	N	N	N	N	N	N	N	Y	N
<i>Police Station</i>	N	N	N	N	N	N	N	Y	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N
<i>Citizens Advice Bureau</i>	N	N	N	N	N	N	N	Y	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	Y	N
<i>Public Car Park</i>	N	Y	N	Y	N	Y	N	Y	N	N	N	N	Y	Y	N	N	N	N	Y	N	N	N	N	N	N	Y	N
<b>TOTAL</b>	<b>12</b>	<b>21</b>	<b>4</b>	<b>20</b>	<b>8</b>	<b>23</b>	<b>8</b>	<b>27</b>	<b>5</b>	<b>8</b>	<b>6</b>	<b>7</b>	<b>27</b>	<b>10</b>	<b>3</b>	<b>8</b>	<b>6</b>	<b>15</b>	<b>14</b>	<b>6</b>	<b>9</b>	<b>8</b>	<b>17</b>	<b>8</b>	<b>23</b>	<b>5</b>	

	Abess Roding	Beauchamp Roding	Berners Roding	Bobbingworth	Broadley Common	Dobb's Weir	Fiddlers Hamlet	Foster Street	Hare Street	Hastingwood	High Laver	Jacks Hatch	Lambourne End	Little Laver	Epping Upland	Magdalen Laver	Newmans End	Nine Ashes	Norton Heath	Norton Mandeville	Roydon Hamlet	Sewardstonebury	Stanford Rivers	Stapleford Tawney	Theydon Garnon	Theydon Mount	Toot Hill	Upper Nazeing	Upshire
<i>Population (11' Census)</i>	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	493	n/a	n/a	n/a	n/a	232	n/a	n/a	n/a	n/a	n/a	n/a	n/a	135	121	175	n/a	n/a	n/a
<i>Area (ha)</i>	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	766	n/a	n/a	n/a	n/a	604	n/a	n/a	n/a	n/a	n/a	n/a	n/a	667	802	630	n/a	n/a	n/a
<i># Dwellings</i>	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	224	n/a	n/a	n/a	n/a	97	n/a	n/a	n/a	n/a	n/a	n/a	n/a	71	59	78	n/a	n/a	n/a
<i>Education</i>																													
<i>Nursery</i>	N	N	N	N	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
<i>Primary</i>	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y
<i>Secondary</i>	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
<i>Higher</i>	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
<i>Health</i>																													
<i>GP</i>	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
<i>Dentist</i>	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
<i>Optician</i>	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
<i>Pharmacy</i>	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
<i>Hospital</i>	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
<i>Transport</i>																													

	Abess Roding	Beauchamp Roding	Berners Roding	Bobbingworth	Broadley Common	Dobb's Weir	Fiddlers Hamlet	Foster Street	Hare Street	Hastingwood	High Laver	Jacks Hatch	Lambourne End	Little Laver	Epping Upland	Magdalen Laver	Newmans End	Nine Ashes	Norton Heath	Norton Mandeville	Roydon Hamlet	Sewardstonebury	Stanford Rivers	Stapleford Tawney	Theydon Garnon	Theydon Mount	Toot Hill	Upper Nazeing	Upshire	
<i>Bus Service (Level 1)</i>	Y	Y	N	N	Y	Y	Y	N	N	N	Y	Y	N	N	N	Y	N	Y	Y	N	Y	N	Y	N	N	N	Y	N	Y	
<i>Bus Service (Level 2)</i>	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y
<i>Rail</i>	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	
<i>Underground (Loop)</i>	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	
<i>Underground (Direct)</i>	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	
<b>Retail</b>																														
<i>Post Office</i>	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	
<i>Local Shop</i>	N	N	N	N	N	N	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	
<i>Supermarket (&gt; 3000m<sup>2</sup>)</i>	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	
<i>ATM</i>	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	
<i>Bank</i>	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	
<i>Pub, Restaurant</i>	N	N	N	N	Y	Y	Y	N	N	Y	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	Y	
<b>Community Facilities/Services</b>																														
<i>Place of Worship</i>	Y	N	N	Y	N	N	N	N	N	N	Y	N	N	N	Y	Y	N	N	N	Y	N	N	Y	N	Y	N	N	Y	Y	
<i>Community Hall</i>	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	Y	
<i>Fire Station</i>	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	

	Abess Roding	Beauchamp Roding	Berners Roding	Bobbingworth	Broadley Common	Dobb's Weir	Fiddlers Hamlet	Foster Street	Hare Street	Hastingwood	High Laver	Jacks Hatch	Lambourne End	Little Laver	Epping Upland	Magdalen Laver	Newmans End	Nine Ashes	Norton Heath	Norton Mandeville	Roydon Hamlet	Sewardstonebury	Stanford Rivers	Stapleford Tawney	Theydon Garnon	Theydon Mount	Toot Hill	Upper Nazeing	Upshire
<i>Leisure/Sports Facility</i>	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	Y	N	N	N	N	Y	N	N
<i>Recreational Amenity</i>	N	N	N	N	Y	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	N	N	N	Y	Y	N
<i>Library</i>	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
<i>Police Station</i>	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
<i>Citizens Advice Bureau</i>	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
<i>Public Car Park</i>	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
<b>TOTAL</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>6</b>

4.4 The final settlement hierarchy for the District is as follows:

Table 4 – Epping Forest District Settlement Hierarchy

Category	Settlement
Town	Buckhurst Hill, Chipping Ongar, Epping, Loughton/Debden, Waltham Abbey
Large Village	Chigwell, North Weald, Roydon, Theydon Bois
Small Village	Abridge, Chigwell Row, Coopersale, Fyfield, High Ongar, Lower Nazeing, “Matching” (incorporating Matching Green, Matching Tye and Matching), Sheering, Stapleford Abbots, Thornwood.
Hamlet	Abess Roding, Beauchamp Roding, Berners Roding, Bobbingworth, Broadley Common, Bumbles Green, Dobb’s Weir, Epping Green, Fiddlers Hamlet, Foster Street, Hare Street, Hastingwood, High Beach, High Laver, Jacks Hatch, Lambourne End, Little Laver, Long Green, Lower Sheering, Magdalen Laver, Moreton, Newmans End, Nine Ashes, Norton Heath, Norton Mandeville, Roydon Hamlet, Sewardstone, Sewardstonebury, Stanford Rivers, Stapleford Tawney, Theydon Garnon, Theydon Mount, Toot Hill, Upper Nazeing, Upshire, Willingale.

4.5 Determination of appropriate settlement boundaries is a matter for the emerging Local Plan. For the avoidance of doubt at this stage, boundaries created by the existing Green Belt policy boundaries will serve as settlement boundaries.

**Appendix 1** - Adopted Local Plan Policies  
Showing Selective Hierarchical Approach

Adopted policy / text	Approach
<p>Alterations 2006 (policy and text not changed by Alterations, re-numbering to new chapter only) GB16 &amp; supporting text para 5.71a-5.72a</p>	<p><b>POLICY GB16 – AFFORDABLE HOUSING</b></p> <p><b>PLANNING PERMISSION MAY BE GRANTED FOR SMALL-SCALE "AFFORDABLE" HOUSING SCHEMES WITHIN THE SMALLER SETTLEMENTS, AS AN EXCEPTION TO THE NORMAL POLICY OF RESTRAINT, WHERE THE COUNCIL IS SATISFIED THAT:</b></p> <p><b>(i) THERE IS A DEMONSTRABLE SOCIAL OR ECONOMIC NEED FOR THE ACCOMMODATION IN THE LOCALITY WHICH CANNOT BE MET IN ANY OTHER WAY AND WHICH CAN REASONABLY BE EXPECTED TO PERSIST IN THE LONG TERM. AN APPLICATION WOULD BE EXPECTED TO BE SUPPORTED BY THE LOCAL PARISH COUNCIL AND A PROPER APPRAISAL OF NEED;</b></p> <p><b>(ii) THE DEVELOPMENT IS WELL-RELATED TO THE EXISTING SETTLEMENT AND THERE IS NO DETRIMENT TO THE CHARACTER OF THE VILLAGE OR THE COUNTRYSIDE, OR TO GREEN BELT OBJECTIVES. PROPOSALS INVOLVING EXTENSIONS INTO THE OPEN COUNTRYSIDE OR THE CREATION OF RIBBONS OR ISOLATED POCKETS OF DEVELOPMENT SHOULD BE AVOIDED. THERE SHOULD BE NO SIGNIFICANT GROUNDS FOR OBJECTION ON HIGHWAYS, INFRASTRUCTURE OR OTHER PLANNING GROUNDS; AND</b></p> <p><b>(iii) SUITABLY SECURE ARRANGEMENTS WILL BE MADE TO ENSURE THE AVAILABILITY OF THE ACCOMMODATION, AS BUILT, FOR INITIAL AND SUBSEQUENT LOCAL NEEDS HOUSEHOLDS WHOSE TOTAL INCOME IS INSUFFICIENT TO ENABLE THEM TO AFFORD TO RENT OR BUY</b></p> <p><b>5.71a</b> Not all settlements are appropriate for an affordable housing scheme, however. To be suitable they are likely:-</p> <ul style="list-style-type: none"> <li>- to have a recognisable community which is distinct and separate from that on the edge of the metropolitan area; and</li> <li>- to be too small to be capable of offering sufficient alternative housing to meet local needs.</li> </ul> <p><b>5.72a</b> Settlements which could therefore be suitable include Epping Green, Matching Tye, Matching Green, Moreton, Sheering, Fyfield, Willingale, Toot Hill, Little End and Stapleford Abbots. Those which would not be appropriate include Lower Nazeing, Theydon Bois, Chigwell Row, North Weald Bassett, Sewardstone and Chipping Ongar.</p>
<p>Alterations 2006 TC1 &amp; supporting text para 11.5a-11.6a</p>	<p><b>11.5a</b> This District includes three principal centres (Epping, Loughton High Road and Waltham Abbey). The nearest sub-regional centres are Harlow and Chelmsford. Shopping habits are also influenced by centres in neighbouring authorities such as Ilford and Romford. Additionally larger centres further afield such as the West End of London and major shopping centres such as Bluewater, Brent Cross and Lakeside also affect shopping patterns.</p> <p><b>11.6a</b> Principal centres within this District therefore need to safeguard their character and enhance their role because of competitive pressure from these larger shopping centres.</p>



## **POLICY TC1 - TOWN CENTRE HIERARCHY**

**APPLICATIONS WITHIN TOWN CENTRES FOR RETAIL AND OTHER APPROPRIATE USES, INCLUDING EXTENSIONS TO EXISTING STORES, WILL BE DETERMINED IN ACCORDANCE WITH THE HIERARCHY WHICH EXISTS IN THE DISTRICT:**

- (i) PRINCIPAL:**
  - EPPING;
  - LOUGHTON HIGH ROAD;
  - WALTHAM ABBEY
  
- (ii) SMALLER:**
  - LOUGHTON BROADWAY;
  - CHIPPING ONGAR
  
- (iii) DISTRICT:**
  - BUCKHURST HILL - QUEENS ROAD (EAST)
  
- (iv) LOCAL:**
  - ABRIDGE
  - BUCKHURST HILL – LOUGHTON WAY, LOWER QUEENS ROAD, QUEENS ROAD WEST, STATION WAY
  - CHIGWELL - BROOK PARADE, LIMES FARM, MANOR ROAD
  - COOPERSALE - PARKLANDS
  - CHIPPING ONGAR – LOWER HIGH STREET, ST PETERS AVENUE, FYFIELD ROAD
  - EPPING – LINDSEY STREET
  - LOUGHTON – BORDERS LANE, GOLDINGS HILL/LOWER ROAD, PYRLES LANE, RODING ROAD/VALLEY HILL
  - NAZEING – NAZEINGBURY PARADE
  - NORTH WEALD – HIGH ROAD
  - THEYDON BOIS – COPPICE ROW/FORREST DRIVE
  - WALTHAM ABBEY – HIGHBRIDGE RETAIL PARK, NINEFIELDS, ROUNDHILLS, UPSHIRE ROAD

**THE COUNCIL WILL, IN PRINCIPLE, PERMIT PROPOSALS WHICH SHOULD SUSTAIN OR IMPROVE THE VITALITY AND VIABILITY OF ANY OF THE CENTRES, AND WHICH WILL EITHER MAINTAIN OR NOT ADVERSELY AFFECT THEIR POSITION IN THE ABOVE HIERARCHY. LARGER-SCALE DEVELOPMENT IS THEREFORE ONLY APPROPRIATE IN THE PRINCIPAL CENTRES. PROPOSALS FOR RETAIL AND OTHER TOWN CENTRE USES ON EDGE-OF-CENTRE OR OUT-OF-CENTRE SITES WILL BE ASSESSED IN TERMS OF (i) WHETHER THEY ADVERSELY AFFECT THE VITALITY AND VIABILITY OF EXISTING CENTRES WITHIN THE DISTRICT; AND (ii) ALL OTHER PLAN POLICIES.**

**Appendix 2** - Approach to Settlement  
Hierarchy in Neighbouring Authority Areas

Local Authority	Approach	Date adopted/agreed
<b>Essex County</b>		
Brentwood Borough Council	Main town – Brentwood Village Service Centres – Ingatestone Larger Villages (7) Smaller Villages (5)	Core Strategy Issues & Options 2009 May change as Local Plan preparation evolves.
Chelmsford City Council	Chelmsford Urban Area South Woodham Ferrers Urban Area Key Defined Settlements (9) Other Defined Settlements (16) Proposed New Other Defined Settlements (Site Allocations) (3)	Core Strategy February 2008 Currently (2015) under review as part of preparation of new Local Plan, and likely to introduce an additional level to make clear difference between settlements that have higher level services and facilities, those that have only a primary school and a small number of other services and facilities, and settlements that have no facilities.
Harlow District Council	No settlement hierarchy due to nature of Harlow as a single urban area. Individual neighbourhoods (“hatches”) are identified, alongside the town centre.	Local Plan July 2006
Uttlesford District Council	Market Towns (2) Saffron Walden, Great Dunmow – major focus for development, suitable for larger scale development Key villages (7) – major focus for development in the rural area, with the exception of Hatfield Heath which is the Green Belt. Rural villages <ul style="list-style-type: none"> <li>- Type A – with primary school and some local services</li> <li>- Type B – without primary school but with some local services</li> </ul>	Local Plan pre-submission document 2014
<b>Hertfordshire County</b>		
Borough of Broxbourne	No settlement hierarchy given urban nature of Borough. Series of merged towns at the same level of service provision.	Confirmed by email February 2015

Local Authority	Approach	Date adopted/agreed
East Hertfordshire	Settlement hierarchy established over series of topic papers and sieving exercises. Towns – (5) Bishop’s Stortford, Buntingford, Hertford, Sawbridgeworth, Ware Group 1 villages Group 2 villages Group 3 villages	District Plan Supporting Document 2012-2013
<b>London Boroughs</b>		
LB Enfield	No settlement hierarchy given urban nature of Borough	Confirmed by email February 2015
LB Havering	No settlement hierarchy given urban nature of Borough. Town centre hierarchy contained in policy CP4. Metropolitan centre – Romford Major District Centre – Hornchurch, Upminster Minor District Centres – Collier Row, Elm Park, Harold Hill, Rainham Major local centres (11) Minor local centres (68)	Core Strategy 2008
LB Redbridge	No settlement hierarchy given urban nature of Borough. Town centre hierarchy contained in Strategic Policy 1: Overall Growth Metropolitan Centre – Ilford District Centres – Barkingside, Gants Hill, South Woodford, Wanstead Local Centres (7)	Core Strategy 2008
LB Waltham Forest	No settlement hierarchy given urban nature of Borough. Town Centre Hierarchy contained in policy CS14, seeking to focus town centre and related development in Walthamstow. Town Centre - Walthamstow District Centres (7) Neighbourhood Centres (8)	Core Strategy 2012

**Appendix 3** - Epping Forest District  
Settlement Profiles

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<b>Abridge</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (2011 Census)</b>
Lambourne	2,013	1,042	940
<i>Population and housing figures are based on Lambourne Parish, and so this also covers a substantial rural area including the Hamlet of Lambourne End</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	Y	Abridge Pre-school Group	
Primary	Y	Lambourne Primary School	
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	Y	Abridge Surgery	
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	40 departures/arrivals daily on weekends, plus weekend services, connecting to Harlow, Epping, Loughton and Romford. (Routes 541 and 575)	
Bus Service (Level 2)	Y		
Rail Station	N		
Underground Station (Loop)	N		
Underground Station (Direct)	N		
<b>Retail</b>			
Post Office	Y	Sub Post Office (within Londis, 24-25 Fir Trees, Abridge)	
Local Shop	Y	Market Place, Silver Street, Willow Tree Close, Market Place, London Road local shop retail shops, Shell & Mace, Londis.	
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	Y	Shell Garage	
Bank	N		
Pub, Restaurant	Y	The Blue Boar, The Maltsters Arms	
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	Abridge Evangelical Church, Holy Trinity Church	
Community Hall	Y	Abridge Village Hall	
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	Y	Abridge Cricket Club.	
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>12</b>		
<b>Qualitative Analysis</b>			
<p>Abridge is in the south east of the District, to the east of the M11 and to the north east of Chigwell. The River Roding passes to the north of the settlement, and the flood plain for the river extends across much of the area between the M11 and the north of the settlement. Abridge contains a number of key services and facilities, but contains only local shops. The historic core is protected by a Conservation Area, with 1950s residential development to the south of Ongar Road. The settlement is surrounded by the Metropolitan Green Belt, which has largely prevented the outward spread of Abridge since its designation.</p>			
<b>Settlement Category</b>			
Small Village			

<b>Buckhurst Hill</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (2011 Census)</b>
Buckhurst Hill	11,380	385	5,116
<i>Population/housing figures have been based upon the combined figures for Buckhurst Hill East and West Wards.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	Y	Little Learners, Wells All Saints Pre-School Ltd, Buckhurst Baptist Pre-School, Tumble Tots, Queens Pre-School Day Nursery, Queens Baby Nursery	
Primary	Y	Buckhurst Hill Community Primary School, St John's Church of England Voluntary Controlled Primary School. Concerns expressed regarding capacity of local schools.	
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	Y	The River Surgery, Palmerston Road Surgery, Kings Medical Centre, Drs Taylor J.S.G & Briggs A.C, 18 Palmerston Rd	
Dentist	Y	Valley Dental Practice, The Queens Dental Practice, The White House Dental Surgery	
Optician	Y	Queens Road Opticians, HD Jameson & Associates	
Pharmacy	Y	Safedale Ltd, Easter Pharmacy	
Hospital	N	<i>*Holly House Hospital is a private facility</i>	
<b>Transport</b>			
Bus Service (Level 1)	Y	118 arrivals/departures daily on weekdays connecting to Loughton, Ilford, South Woodford and Chingford (Routes: 20, 167, 549, 397. School Route: 804)	
Bus Service (Level 2)	Y		
Rail Station	N		
Underground Station (Loop)	Y	Buckhurst Hill Underground Station (on Direct Central Line), Roding Valley Underground Station (on Loop Branch)	
Underground Station (Direct)	Y		
<b>Retail</b>			
Post Office	Y	Buckhurst Hill Post Office, Loughton Way Post Office, Station Way Post Office	
Local Shop	Y	Queens road filled with local shops (inc Retail shops/boutiques)	
Supermarket (over 3,000 m <sup>2</sup> )	Y	Waitrose	
ATM	Y	Natwest (Waitrose)	
Bank	N		
Pub, Restaurants	Y	The Monkams Inn, Railway Tavern, The Three Colts, The Warren Wood, Toby Carvery, Restaurants on Queens Road	
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	Buckhurst Hill Baptist Church, St James United Reformed Church, St Johns COE	
Community Hall	Y	Roding Valley Hall, The Woollard Centre, Buckhurst Hill Community Association	
Fire Station	N		
Leisure/Sports Facility	Y	Fields and facilities at Buckhurst Hill Football Club, and Buckhurst Hill Cricket and Lacrosse Club.	
Recreational Amenities	Y	Whitehall Plain, public green spaces off High Rd.	
Library	Y	Buckhurst Hill Library (Open 3 days per week)	
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	Y	Queens Road Upper, (Short Stay, 18 Spaces), Queens Road Lower, (Long Stay 100 Spaces)	

<b>TOTAL</b>	<b>21</b>	
<b><u>Qualitative Analysis</u></b>		
<p>Buckhurst Hill is in the south west of Epping Forest District, and immediately adjoins the southern District boundary with London Borough of Redbridge. The settlement saw rapid expansion in the late Victorian period and early 20<sup>th</sup> Century as a result of the opening of Buckhurst Hill Station in 1856. The Central Line now passes north-south through the eastern part of the settlement, with the “Fairlop loop” branching further east towards Chigwell at the southern edge of the settlement. Both Buckhurst Hill and Roding Valley stations are within Buckhurst Hill.</p> <p>The town centre is at the eastern end of Queens Road, and contains a Waitrose supermarket and a number of other retail units, including independent shops, bars and restaurants. The settlement creates a largely continuous built area between the outer edges of Woodford and Woodford Green to the south, and Loughton to the north. It is compact in nature and is of urban character. Whilst recognising the change in the retail offer of Buckhurst Hill in the relatively recent past, it is considered the settlement is most appropriate categorised as a town for Local Plan purposes.</p> <p>Remaining areas of open land are largely owned and managed by the City of London Corporation as part of Epping Forest. The River Roding passes to the east of the settlement within the Roding Valley Meadows Local Nature Reserve (including part that is designated as a Site of Special Scientific Interest) constraining the further eastward growth of the settlement.</p>		
<b><u>Settlement Category</u></b>		
Town		

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<b>Bumbles Green</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (2011 Census)</b>
Nazeing	n/a	n/a	n/a
<i>Official population/housing data is not available for the settlement of Bumbles Green itself. Bumbles Green forms part of the Parish of Nazeing, which has an overall population of 4,378</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	52 departures/arrivals daily on weekdays connecting to Harlow, Chingford and Waltham Abbey. No Sunday service (routes 390, 36A, 505, 392, 393, 391)	
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station (Loop)	N		
Underground Station (Direct)	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	Y	King Harold's Head	
<b>Community Facilities &amp; Services</b>			
Place of Worship	N		
Community Hall	Y	The Leisure Centre, Bumbles Green, Nazeing	
Fire Station	N		
Leisure/Sports Facility	Y	Bumbles Green Leisure Centre	
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
Recycling Facilities	N		
<b>TOTAL</b>	<b>4</b>		
<b>Qualitative Analysis</b>			
Bumbles Green is a small settlement in the west of the District, to the south east of Nazeing. There are few services within the settlement, and residents would have to travel for the majority of daily demands. There is a reasonable local bus service, connecting Bumbles Green to Lower Nazeing, Waltham Abbey and Harlow. Lower Nazeing is close by, and provides a primary school, local shops and a doctors surgery.			
<b>Settlement Category</b>			
Hamlet			

<b>Chigwell Row</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (2011 Census)</b>
Chigwell	2207	378	932
<i>Population/housing figures have been based on those for the Chigwell Row Ward and includes rural areas outside of the settlement.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	Y	All Saints Pre School	
Primary	Y	Chigwell Row Primary School, Wells Park School (residential, special needs)	
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	N		
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station (Loop)	N	<i>(Grange Hill station is close to Chigwell Row)</i>	
Underground Station (Direct)	N		
<b>Retail</b>			
Post Office	Y	Chigwell Row Post Office	
Local Shop	Y	VT Food and Wine. Specialists shops such as IT and Gardening Store.	
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	Y	Bluebeckers, The Maypole, Chinese Takeaway	
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	All Saints Church	
Community Hall	Y	Girl Scouts Centre	
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	Y	Recreational Grounds	
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>8</b>		
<b>Qualitative Analysis</b>			
<p>Chigwell Row is at the southern boundary of Epping Forest with the London Borough of Redbridge and the London Borough of Havering, directly to the east of Chigwell. It is separated from the outer edges of Hainault by Hainault Forest Country Park and a small area of Green Belt land to the south of Lambourne Road. Land to the north is less developed, and contains a large reservoir.</p> <p>The primary school is to the eastern end of the settlement, with other local shops focused on Lambourne Road.</p> <p>Chigwell Row primarily functions as part of Chigwell, and at a wider level as part of the outer edge of</p>			

Hainault, with residents having to travel to access the majority of services.

**Settlement Category**

Small Village

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<b>Chigwell</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings</b>
Chigwell	12,987	1,190	4,197
<i>Population figures have been based on those for the Chigwell Village and Grange Hill Wards</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	Y	Musical Playtime, St. Pauls Busy Bees Pre-School, St. Marys Church of England Nursery, Barney Bears Nursery Ltd, Flying Start Day Nursery Chigwell Ltd, Limes Farm Infant School and Nursery	
Primary	Y	Chigwell Primary School, Limes Farm Infant School and Nursery, Limes Farm Junior School	
Secondary	Y	West Hatch High School.	
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	Y	Preventative Dental Practice, Chigwell Smile, Smile Design By Ash.	
Optician	Y	Stephen Forman Optometrist	
Pharmacy	Y	Brookhouse Pharmacy, Lloyds Pharmacy	
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	92 departures/arrivals daily on weekdays, with connection to Ilford and Loughton (Routes: 167. School Routes: 667)	
Bus Service (Level 2)	Y		
Rail Station	N		
Underground Station (Loop)	Y	Chigwell Underground Station (Loop Branch) Grange Hill	
Underground Station (Direct)	N	Underground Station (Loop Branch)	
<b>Retail</b>			
Post Office	Y	Chigwell Post Office, Chigwell Row Post Office, Manford Way Post Office,	
Local Shop	Y	Parade filled with shops (inc. Restaurants, Retail shops, financial services and small grocers). Budgens Store	
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	Y	HSBC, Lloyds TSB	
Bank	Y	HSBC, Lloyds TSB	
Pub, Restaurant	Y	The King William IV, The Two Brewers, a number of restaurants and cafes.	
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	St. Winifreds Church, St. Marys Church, Chigwell and Hainault Synagogue,	
Community Hall	Y	The Limes Centre, Victory Hall, Chigwell Hall, Hainault Forest Community Centre	
Fire Station	N		
Leisure/Sports Facility	Y	Virgin Active, David Lloyd, Chigwell Golf Club, Metropolitan Police Chigwell Sports Club. Grange Farm.	
Recreational Amenities	Y	Cedar Park, numerous public green spaces in residential areas.	
Library	Y	Chigwell Branch Library	
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	Y	Hainault Road, (Free, 39 Spaces)	
<b>TOTAL</b>	<b>20</b>		
<b>Qualitative Analysis</b>			

Chigwell is to the south of Epping Forest District, immediately adjoining the outer edges of the London Borough of Redbridge. There are two distinct areas within the settlement, the older area in and around Chigwell village and the golf course, and the newer development that focuses around the Limes Farm Estate and Grange Hill station. The scoring of the settlement reflects these two distinct areas being counted as a single settlement, and as result a higher score has been achieved.

In considering the character of the settlement, there is an argument that because of the split nature of the settlement that Chigwell as whole operates as two large villages on the edge of a much larger suburban area (i.e. Greater London).

Despite the presence of primary and secondary schools in the settlement, there is a known high level of pupil exchange between Chigwell and Redbridge and Woodford, which again contributes to the way in which Chigwell operates more as a large village.

**Settlement Category**

Large Village

DRAFT

<b>Chipping Ongar</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (2011 Census)</b>
Ongar	6251	902	2806
<i>Population /housing figures have been based on those for the Chipping Ongar, Greensted and Marden Ash Ward, and Shelley Ward. These figures also cover rural areas outside of the settlement itself.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	Y	Bright Stars Pre-School Shelley Primary School, Holly Trees Pre-School Chipping Ongar Primary School, Poppets Day Nursery Fyfield Road, Little Legs Nursery, High Street, Dizzy Ducks, Fyfield Business Park. New nursery the Zinc.	
Primary	Y	Chipping Ongar Primary School, Shelley Primary School	
Secondary	Y	Ongar Academy (Opening September 2015)	
Higher / Further	Y	Adult Community Learning (at the Gables)	
<b>Health</b>			
GP	Y	Ongar Health Centre, The Ongar Surgery,	
Dentist	Y	Ongar Dental Practice, The White House Dental Practice	
Optician	Y	Pipkin Partnership Optometrists, Boatmans Opticians	
Pharmacy	Y	Lloyds Pharmacy, The Co-Operative Pharmacy. Perscription service at Ongar Health Centre.	
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	136 departures/arrivals daily on weekdays connecting to Epping, Harlow, Brentwood and Chelmsford. (Routes: 7, 20, 21, 21A, 32, 46, 46A, 47, 146, 339, 380, 381. School Routes: 434, 436, 437, 471, 472, 473, 489. Sunday Routes: 501, SB05)	
Bus Service (Level 2)	Y		
Rail Station	N	(NB – heritage route operated from Ongar to Coopersale)	
Underground Station (Loop)	N		
Underground Station (Direct)	N		
<b>Retail</b>			
Post Office	Y	Ongar Post Office	
Local Shop	Y	High street with local stores and speciality stores and services.	
Supermarket (over 3,000 m <sup>2</sup> )	Y	Sainsbury's Superstore	
ATM	Y	Barclays Bank PLC, plus many local stores	
Bank	Y	Barclays Bank PLC (Open only 4 days per week)	
Pub, Restaurant	Y	Cock Tavern, The Royal Oak, The Two Brewers, The Stag Public House. A number of restaurants on high street.	
<b>Community Facilities &amp; Services</b>			
Places of Worship	Y	St Martin's Church, St Helen's Church, United Reformed Church. There is also an open cemetery.	
Community Hall	Y	Budworth Hall, Zinc Arts and Education Centre, St Martin's Church Rooms, Shelley Primary School Hall, United Reformed Church Hall, Jubilee Pavilion	
Fire Station	Y	High Street, Ongar (retained)	
Leisure/Sports Facility	Y	Ongar Leisure Centre, Sports Centre at the Gables, Fyfield Road; and Jubilee Pavilion Sports and Recreation Centre, Love Lane	
Recreational Amenities	Y	A number of public green spaces and play areas	
Library	Y	Chipping Ongar Library, The Pleasance, High Street	
Police Station	N	*Telephone provision available, but station is closed	
Citizens Advice Bureau	N		

Public Car Park	Y	Bansons Lane (Short Stay, 52 Spaces), Sainburys (Bansons Lane), (Short Stay, 56 Spaces), The Pleasance, (Long Stay, 73 Spaces)
<b>TOTAL</b>	<b>23</b>	
<b><u>Qualitative Analysis</u></b>		
<p>Chipping Ongar is to the east of the District, set within open farmland. The A414 connects the settlement with Chelmsford to the east, and North Weald and Harlow to the west. Brentwood is to the south, with an expanse of farmland dotted with rural settlements to the north. Chipping Ongar serves a large rural hinterland, and provides an important function within a large geographic area.</p> <p>There are a number of bus services that connect Chipping Ongar with surrounding settlements. The nearest Central Line station is in Epping, with the nearest rail stations being in Shenfield, Brentwood, Harlow and Chelmsford. The former Central Line station in Chipping Ongar is now run as a heritage route. The Cross Rail station at Shenfield is due to be serviced by a new fleet in 2017, with Cross Rail being fully open in 2019.</p> <p>Chipping Ongar is characterised by its historic core (leading to its identification as a historic town by Essex County Council in 1999), with a number a peripheral newer residential areas. Shelley, to the north of the A414 and main centre, provides a number of its own services and facilities. However, unlike other settlements within the District the split nature of the settlement does not lead to the settlement being suggested for a different category than the scoring reflects. This is due to the position of Chipping Ongar in the District, sitting within a large rural area, which has the effect of making the settlement a more cohesive whole.</p>		
<b><u>Settlement Category</u></b>		
Town		

<b>Coopersale</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (2011 Census)</b>
Epping	na	na	na
<i>No official data is available to provide an accurate population/housing profile of Coopersale. The settlement forms part of Epping Hemnall Ward, which has a population of 6,192.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	Y	Pre School at Institute Hall	
Primary	Y	COE Primary School	
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	21 departures/arrivals daily on weekdays connecting to Epping and Harlow. No Sunday services. (Routes: 380, 381, 382. Limited/School Routes: 7, 383)	
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station (Loop)	N		
Underground Station (Direct)	N		
<b>Retail</b>			
Post Office	N		
Local Shop	Y	Handy Store, Newsagent	
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	Y	Garnon Bushes, Herb n Spice	
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	St. Albans, Garnon Church	
Community Hall	Y	Social Institute Hall. (St.Albans also provide hall for community use)	
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	Y	Cricket Grounds, Trails in forest surrounding the village	
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>8</b>		
<b>Qualitative Analysis</b>			
Coopersale is to the east of Epping, enclosed to the north, east and south by woodland. To the west is a narrow gap to the eastern edge of Epping. There are some local services that would cater to some everyday requirements of residents, but for the majority of demands travel to larger nearby settlements would be necessary.			
<b>Settlement Category</b>			
Small Village			



<b>Epping Green</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (2011 Census)</b>
Epping Upland	831	1,773	340
<i>Population/housing figures are based on those for all of Epping Upland Parish and so include rural areas outside of the settlement itself.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	Y	Epping Upland Church of England Primary School	
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	18 departures/arrivals daily on weekdays connecting to Epping and Harlow. No Sunday service. (Routes: 380, 381, 382. School Route: 383)	
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station (Loop)	N		
Underground Station (Direct)	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	Y	Travellers Friend, The Cock and Magpie, Ruen Thai	
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	Epping Green Chapel (Also provides some community space)	
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	Y	Epping Long Green, Playground, Doorstep Green.	
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>5</b>		
<b>Qualitative Analysis</b>			
<p>Epping Green is a distinct small settlement to the north east of Epping. It sits within open farmland on a ridge that affords long views across the countryside. There are some local services that would cater to some everyday requirements of residents, but for the majority of demands travel to larger nearby settlements would be necessary.</p>			
<b>Settlement Category</b>			
Hamlet			

<b>Epping</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (2011 Census)</b>
Epping	11,461	773	5,312
<i>Population figures have been based on those for Epping Parish, and so include rural areas outside of the settlement, including the smaller settlements of Coopersale and Fiddlers Hamlet.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	Y	Epping Montessori Nursery, Barley Barn Day Nurseries Ltd, Scribbles Pre-School, Kids Unlimited.	
Primary	Y	Epping Primary School, Ivy Chimneys Primary School	
Secondary	Y	St John's Church of England (Voluntary Controlled) School,	
Higher / Further	N		
<b>Health</b>			
GP	Y	Dr DM Lowry & Partners (High Street Surgery), The Limes Medical Centre	
Dentist	Y	The Tooth Booth, Hawthorn Dental Practice, MCCANN, Dental Surgery 92-94 High Street	
Optician	Y	Boots Opticians, Aves Optometrists, Pryor & Clacher, Specsavers, D&A The Opticians (Dollond & Aitchison)	
Pharmacy	Y	Lloyds Pharmacy, Boots UK Ltd, The Co-Operative Pharmacy (Limes Medical Centre)	
Hospital	Y	St Margaret's Hospital	
<b>Transport</b>			
Bus Service (Level 1)	Y	Over 200 arrivals/departures daily connecting to Ongar, Chelmsford, Harlow, Waltham Abbey, Brentwood, Shenfield and Loughton. (Routes: 7, 19, 213, 339, 541, SB05, SB06. School Routes: 213C, 383)	
Bus Service (Level 2)	Y		
Rail Station	N		
Underground Station (Loop)	Y	Epping Underground Station (Direct Line)	
Underground Station (Direct)	Y		
<b>Retail</b>			
Post Office	Y	Epping Post Office	
Local Shop	Y	High street filled with local shops (inc. Restaurants, Retail shops, financial services and Supermarkets)	
Supermarket (over 3,000 m <sup>2</sup> )	Y	Tesco Epping Superstore, Marks & Spencer Simply Food	
ATM	Y	Lloyds TSB, Barclays Bank plc, HSBC Bank plc, NatWest Bank plc, Santander, Nationwide Building Society, Tesco	
Bank	Y	Lloyds TSB, Barclays Bank plc, HSBC Bank plc, NatWest Bank plc, Santander, Nationwide Building Society,	
Pub, Restaurant	Y	Billie Jeans (Nightclub), The Black Lion, The Duke of Wellington, The Forest Gate Inn, The George and Dragon. A number of restaurants and cafes along the High Street.	
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	Epping URC Church, Epping Catholic Church, Epping Methodist Church, St Johns the Baptist Church, All Saints Church, Epping Quakers.	
Community Hall	Y	Epping Town Hall, Jack Silley Pavillion, The Box	
Fire Station	Y	Fire Station (Station 89)	
Leisure/Sports Facility	Y	Epping Sports Centre, Epping Golf Club is adjacent to the Town.	
Recreational Amenities	Y	The Green, a number of sports fields relating to different clubs.	
Library	Y	Epping Library	

Police Station	Y	Epping Police Station
Citizens Advice Bureau	Y	Epping Citizens Advice Bureau
Public Car Park	Y	Civic Offices (Saturdays), (Short Stay, 28 Spaces), Bakers Lane, (Combined, 141 Spaces), Cottis Lane, (Combined, 213 Spaces)
<b>TOTAL</b>	<b>27</b>	
<b><u>Qualitative Analysis</u></b>		
<p>Epping is broadly central within Epping Forest District, to the north of the M25 and west of the M11. The Central Line terminates in Epping, and the only general access hospital (no Accident and Emergency) in the District is located to the north east (St Margaret's).</p> <p>The main shopping centre in Epping provides a number of shops, restaurants and associated facilities, with both independent and chain stores. There are a number of bus services that connect Epping to Harlow, Chelmsford, Loughton and beyond. The settlement as a whole provides the majority of services and facilities that have been assessed in this analysis.</p> <p>Essex County Council identified Epping as a historic town in 1999, and this is further supported by the presence of two conservation areas.</p>		
<b><u>Settlement Category</u></b>		
Town		

<b>Fyfield</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (2011 Census)</b>
Fyfield	796	991	352
<i>Population/housing figures have been based on those for Fyfield Parish and so include rural areas outside of the settlement itself.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	Y	Dr Walker's Church of England Voluntary Controlled Primary School	
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	14 departures/arrivals daily on weekdays connecting to Ongar and Chelmsford. No Sunday service (Routes: 46, 46A. School Route: 471)	
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station (Loop)	N		
Underground Station (Direct)	N		
<b>Retail</b>			
Post Office	Y	Fyfield Post Office & Stores	
Local Shop	Y	Fyfield Post Office & Stores	
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	Y	The Queens Head, The Black Bull,	
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	St. Nicholas, Willingale Road	
Community Hall	Y	Fyfield Village Hall	
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	Y	Football fields adjacent to primary school	
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>8</b>		
<b>Qualitative Analysis</b>			
Fyfield is a small settlement to the north east of Ongar, set within rural farmland. There is a small primary school and a local shop and post office, that would cater to some everyday requirements of residents, but for the majority of demands travel to larger nearby settlements would be necessary.			
<b>Settlement Category</b>			
Small Village			

<b>High Beach</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (2011 Census)</b>
Waltham Abbey	na	na	na
<i>No official data for population/housing exists for High Beach itself. High Beach is estimated to form less than half of the Waltham Abbey High Beach Ward, which has a population of 2,236.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	Y	Colourbox Montessori Nursery, Bechoak Farm Montessori.	
Primary	Y	High Beach COE Primary School	
Secondary	N		
Higher / Further	Y	Police Cadet Training College	
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	N		
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station (Loop)	N		
Underground Station (Direct)	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	Y	Duke of Wellington, Royal Oak, The Owl	
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	High Beach Church	
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	Y	High Beach Golf Club	
Public Park, Playgrounds, Playing Fields	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>6</b>		
<b>Qualitative Analysis</b>			
High Beach/Beech is in the south west of the District, to the immediate west of Loughton and the main part of Epping Forest. The area is not currently defined, and is entirely washed over by the Green Belt.			
There are a small number of local services that would cater to some everyday requirements of residents, but for the vast majority of demands travel to larger nearby settlements would be necessary.			
<b>Settlement Category</b>			
Hamlet			

<b>High Ongar</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (2011 Census)</b>
High Ongar	1,255	1,586	494
<i>Population/housing figures based on those for High Ongar Parish as so also include rural areas outside of the settlement itself.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	Y	High Ongar Primary School	
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	22 arrivals/departures daily on weekdays, connecting to Ongar, Epping and Chelmsford. No Sunday service (Routes: 7, 32. School Route: 472, 489)	
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station (Loop)	N		
Underground Station (Direct)	N		
<b>Retail</b>			
Post Office	Y	High Ongar Post Office	
Local Shop	N	*Local gift shop, but none providing conveniences.	
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub	Y	The Foresters Arms, Sanuk Thai, Royal Masala	
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	St Marys Church	
Community Hall	Y	Village Hall	
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	Y	Playing Fields at High Ongar Primary School, some small green spaces	
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
Recycling Facilities	N		
<b>TOTAL</b>	<b>7</b>		
<b>Qualitative Analysis</b>			
High Ongar lies immediately to the east of Chipping Ongar, with the A414 running east-west along the northern edge.			
There are some local services that would cater to some everyday requirements of residents, but for the majority of demands travel to larger nearby settlements would be necessary.			
<b>Settlement Category</b>			
Small Village			

<b>Loughton-Debden</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (2011 Census)</b>
Loughton	31,106	1,512	13,415
<i>Population/Housing figures based on those for the Wards of Loughton Broadway, Loughton Fairmead, Loughton St. Johns, Loughton St. Marys, Loughton Alderton, Loughton Roding and Loughton Forest.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	Y	Chrysalis Day Nursery & Pre-school, New Beginnings Nurseries Ltd, Sticky Fingers Pre-school, Kids Inc Day Nursery, Beechoak Farm Montessori Preschool, Teddies Nurseries Loughton, Shining Stars Pre-School, Messy Play (Debden Park Arts & Community Centre), Kingsley Pre-School, Little Lambs, Acorn Fields Bilingual School, St. Michaels Playgroup.	
Primary	Y	Hereward Primary School, St John Fisher Catholic Primary School, Staples Road Primary School, The Alderton Infant School, The Alderton Junior School, The White Bridge Community Infant School, The White Bridge Junior School, Thomas Willingale School.	
Secondary	Y	Davenant Foundation School, Debden Park High School, Roding Valley High School	
Higher / Further	Y	Epping Forest College, Borders Lane, Loughton. University of Essex E15 Campus.	
<b>Health</b>			
GP	Y	Traps Hill Surgery, The Forest Practice, Loughton Health Centre, High Road Surgery, Rectory Lane Clinic (St. Margaret's), Station Road Clinic (Whipps Cross)	
Dentist	Y	Loughton Dental Spa, J.Atherton Dental Practice, Broadway Dental Clinic, Loughton Dental Centre, Church Hill Dental Practice, King's Green Dental Surgery, Station Road Dental Practice,	
Optician	Y	Smith & Watts, Scher & Ward Opticians, Bird & Fairley, David Clulow Opticians, Specsavers, Atkinson Opticians, Vision Express, Henry Osagie 61 The Lindens	
Pharmacy	Y	Leach and Burton, Boots UK Ltd, Kg Dispensing Chemist, Total Medcare Ltd, Morrisons Pharmacy, The Co-Operative Pharmacy, Boots UK Ltd, Hutchins Chemist, Oakwood Pharmacy Ltd. Day Lewis Pharmacy.	
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	596 departures/arrivals from Loughton Tube Station (181 from Debden Station) connecting to Waltham Abbey, Waltham Cross, Ilford, Harlow, Chingford and South Chingford. (Routes: 20, 66, 167, 250, 255, 397, 542, 543. School/Limited Routes: 66B, 240, 251, 804)	
Bus Service (Level 2)	Y		
Rail Station	N		
Underground Station (Loop)	Y	Loughton Station (Central Line, Direct), Debden (Central Line, Direct).	
Underground Station (Direct)	Y		
<b>Retail</b>			
Post Office	Y	Loughton Post Office, Goldings Hill Post Office, The Broadway Post Office	
Local Shop	Y	High Road, Broadway, Pyrles Lane, Oakland Hill and Goldings Hill filled with shops (inc Post offices, Restaurants, Retail shops, financial services, and supermarkets). Marks & Spencer Simply Food (under	

		3000msq).
Supermarket (over 3,000 m <sup>2</sup> )	Y	Sainsbury's, Morrisons.
ATM	Y	Barclays Bank PLC, HSBC Bank plc, Natwest Bank, Santander, Santander(The Broadway), Lloyds TSB Bank PLC, Lloyds TSB Bank PLC (The Broadway), Halifax, Nationwide, BP (The Broadway). Goldings Hill Post Office, 46 Pyrls Lane.
Bank	Y	Barclays Bank PLC, HSBC Bank plc, Natwest Bank, Santander, Santander(The Broadway), Lloyds TSB Bank PLC, Lloyds TSB Bank PLC (The Broadway), Halifax, Nationwide
Pub, Restaurant	Y	Numerous pubs throughout the Town. Clubs include Nu Bar, Luxe and Fifteen. Numerous restaurants and cafes on High Street and central areas.
<b>Community Facilities &amp; Services</b>		
Place of Worship	Y	Loughton Baptist Church, Loughton Methodist Church, St. Marys Church, Goldings Church, Epping Forest Community Church, St Nicholas Church, Loughton, Chigwell and District Synagogue.
Community Hall	Y	Lopping Hall, The Murray Hall, Kingsley Hall. Many church facilities also available for use.
Fire Station	Y	Fire Station (Station 72)
Leisure/Sports Facility	Y	Loughton Leisure Centre, Debden Sports Club, Numerous sports clubs and private gyms.
Recreational Amenities	Y	Roding Valley Recreation Ground, Willingale Road Playing Fields. A number of amenities throughout the Town, Epping Forest adjacent to Town.
Library	Y	Loughton Library, Debden Library
Police Station	Y	Loughton Police Station
Citizens Advice Bureau	Y	Loughton Citizens Advice Bureau
Public Car Park	Y	High Beech Road, (Short Stay, 29 Spaces), Old Station Road (Sainsburys), (Short Stay, 270 Spaces), The Drive, (Short Stay, 41 Spaces), Vere Road, (Short Stay, 50 Spaces), Smarts Lane, (Long Stay 21 Spaces), Burton Road, (Combined, 99 Spaces), Traps Hill, (Combined, 188 Spaces). Parking also available at Clifton Road.
<b>TOTAL</b>	<b>27</b>	
<b><u>Qualitative Analysis</u></b>		
<p>Loughton and Debden together form the largest settlement in the District. It is located to the south of the District, to the west of the M11 and immediately to the east of the main part of Epping Forest. The River Roding and its flood plain lie to the east providing a gap to the M11.</p> <p>It has not proved possible to separate Loughton and Debden satisfactorily, and the assessment reflects that together these areas form a single settlement. The majority of services are present in each area, and therefore to attempt to separate the settlements from each other would lead to the same conclusion and placement in the hierarchy. All of the services and facilities included in this assessment are present in Loughton and/or Debden, with the exception of a mainline rail station and hospital.</p>		
<b><u>Settlement Category</u></b>		
Town		



<b>Lower Nazeing</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (2011 Census)</b>
Nazeing	3,874	989	1632
<i>Population and housing statistics have been based on those for Nazeing Ward. This also includes rural areas, and the Hamlet of Dobbs Weir.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	Y	Nazeing Primary School	
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	Y	Nazeing Valley Health Centre	
Dentist	N		
Optician	N		
Pharmacy	Y	Elgon Chemists	
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	52 departures/arrivals daily on weekdays connecting to Harlow, Waltham Abbey and Chingford. No Sunday service. (Routes SB01, SB02, 390, 391, 392, 393, 505)	
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station (Loop)	N		
Underground Station (Direct)	N		
<b>Retail</b>			
Post Office	N		
Local Shop	Y	Nazeingbury Parade (inc general store, newsagent, retail, pharmacy and post office)	
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	Y	Abbey News, Nazeing General Store	
Bank	N		
Pub, Restaurant	Y	Sun Inn, Crooked Billet,	
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	Saint Giles COE	
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	Y	Lea Valley recreational amenities are located adjacent to the settlement.	
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	Y	In front of Nazeingbury Parades	
<b>TOTAL</b>	<b>10</b>		
<b>Qualitative Analysis</b>			
<p>Lower Nazeing is on the western edge of the District, adjoining the Borough of Broxbourne. The settlement is partly within the Lee Valley Regional Park on its western boundary, and is within a broad area that contains a large number of horticultural glasshouses. HGV traffic as a result is noted as an issue for the small rural roads.</p> <p>There are a number of services and facilities present that would also serve the wider rural area, including smaller settlements such as Bumble's Green and Nazeing village.</p> <p>Lower Nazeing is connected by bus services towards Waltham Abbey, Broxbourne, Roydon and</p>			

Harlow.

**Settlement Category**

Small Village

DRAFT

<b>Lower Sheering</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (2011 Census)</b>
Sheering	2014	530	978
<i>Population/housing figures are based on those for Lower Sheering Ward and so also cover rural areas outside of the settlement itself.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	5 arrivals/departures daily on weekdays connecting to Sawbridgeworth and Harlow. No Sunday service (Route: 347)	
Bus Service (Level 2)	N		
Rail Station	Y	Sawbridgeworth station is on the District/ Parish boundary	
Underground Station (Loop)	N		
Underground Station (Direct)	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	Y	The Railway Arms, Railway Hotel.	
<b>Community Facilities &amp; Services</b>			
Place of Worship	N		
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>3</b>		
<b>Qualitative Analysis</b>			
<p>Lower Sheering is on the District boundary with East Hertfordshire to the north. There are few services within Lower Sheering itself, and the settlement effectively functions as part of Sawbridgeworth to the west. Lower Sheering and Sawbridgeworth are separated by the River Stort and its flood plain. There are two crossing points over the river at Sheering Mill Lane and Station Road. Station Road in particular gives the impression of a continuous built area.</p> <p>Sawbridgeworth mainline rail station is on the District boundary at the north western end of the settlement, and the small retail centre of Sawbridgeworth is a short distance away further along Station Road. Both primary and secondary schools are contained within Sawbridgeworth.</p>			

Lower Sheering is a difficult settlement to categorise, given its proximity and relationship with Sawbridgeworth. Taking Lower Sheering in isolation, the score awarded indicates it should be considered a hamlet. Taking into account the wider area, and the settlement hierarchy established by East Herts District Council, the Sawbridgeworth/Lower Sheering settlement could be argued to form a town. Any proposal for change would need to be undertaken in coordination with East Herts District Council and Hertfordshire County Council, and could be restricted by any identified service capacity issues within Sawbridgeworth.

**Settlement Category**

Hamlet

DRAFT

<b>Matching</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (2011 Census)</b>
Matching	661	1,262	292
<p>“Matching” refers to the combined settled area of Matching, Matching Green and Matching Tye. Population/housing figures have been based on those for the overall Parish of Matching and so also include rural areas outside the settlement areas themselves.</p>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	Y	St. Edmund's Montessori, Matching Pre School	
Primary	Y	Matching Green Church of England Voluntary Controlled Primary School	
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	2 departures/arrivals on weekdays from Matching Green connecting to Epping. No weekend service (Route: SB06)	
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station (Loop)	N		
Underground Station (Direct)	N		
<b>Retail</b>			
Post Office	Y	Sub Post Office	
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub	Y	The Fox Inn, The Chequers	
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	Matching Church	
Community Hall	Y	Matching Village Hall	
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	Y	Matching Green CC, Jubilee Fields,	
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>8</b>		
<b>Qualitative Analysis</b>			
<p>“Matching” refers to the combined network of neighbouring settlements of Matching, Matching Green and Matching Tye, set within open farmland in the north east of Epping Forest District. While historically recognised as separate hamlets, their close proximity has led to the three hamlets operating as an individual settlement.</p>			
<p>There are some local services that would cater to some everyday requirements of residents, but for the majority of demands travel to larger nearby settlements would be necessary.</p>			
<b>Settlement Category</b>			
Small Village			

<b>Moreton</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (2011 Census)</b>
Moreton	321	596	159
<i>Population/housing figures have been based on those for the Parish of Moreton and so include rural areas outside of the settlement itself.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	Y	Moreton Church of England Voluntary Aided Primary School	
Secondary	N		
Higher	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	3 departures/arrivals daily on weekdays connecting to Epping, Ongar, and North Weald. No weekend service (Routes: SB05. School Route: 489)	
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station (Loop)	N		
Underground Station (Direct)	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	Y	White Hart Inn, The Nags Head	
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	St. Mary the Virgin Moreton	
Community Hall	Y	Moreton Village Hall	
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	Y	Playing Fields at school grounds	
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>6</b>		
<b>Qualitative Analysis</b>			
Moreton is a small settlement in north east of the District, to the north of both Chipping Ongar and North Weald. The settlement is set within rural farmland, with few services.			
There is a primary school, but no local shop, therefore requiring residents to travel for most basic daily demands.			
<b>Settlement Category</b>			
Hamlet			

<b>North Weald</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (2011 Census)</b>
North Weald Bassett	4477	661	2014
<i>Population and housing figures are based on those for North Weald Bassett Ward and also include rural areas outside of the settlement itself.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	Y	Barley Barn Day Nurseries Ltd	
Primary	Y	St Andrew's CofE Primary School	
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	Y	North Weald Surgery (limited services)	
Dentist	N		
Optician	N		
Pharmacy	Y	North Weald Chemist	
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	112 departures/arrivals daily on weekdays connecting to Epping, Ongar, Harlow, Chelmsford, Brentwood and Shenfield. (Routes: SB06, SB05, 383, 389, 381, 382, 7, 19, 20, 21, 339. Sunday Route: 501)	
Bus Service (Level 2)	Y		
Rail Station	N	(NB – heritage route operated from Ongar to Coopersale, calls at North Weald)	
Underground Station (Loop)	N		
Underground Station (Direct)	N		
<b>Retail</b>			
Post Office	Y	North Weald Post Office, 38 High Road	
Local Shop	Y	Parade of shops (Inc. restaurants, retail, chemist and grocers) Co-Op Food	
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	Y	The Talbot, 275 High Road (Limited to customers)	
Bank	N		
Pub, Restaurant	Y	The Kings Head, The Talbot	
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	North Weald Methodist Church, St. Andrews Parish Church	
Community Hall	Y	Queens Hall Community Centre, North Weald Village Hall	
Fire Station	N		
Leisure/Sports Facility	Y	North Weald Health & Fitness Club Ltd, Bantham & Ongar Bowls Club, North Weald Golf Club, Blakes Golf Club, North Weald Cricket Club	
Recreational Amenities	Y	A number of residential greens and public green spaces.	
Library	Y	North Weald Library	
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>15</b>		
<b>Qualitative Analysis</b>			
<p>North Weald is broadly central to Epping Forest District, to the immediate east of the M11 and north of the M25. The settlement is split by the A414 which passes broadly east-west at the northern edge, running between Harlow and Chipping Ongar, and Chelmsford beyond.</p> <p>There are a range of services, although the doctors surgery is a satellite of The Limes surgery in</p>			

Epping, and does not offer a full range of services. There is a small parade of shops, including a small Cooperative store, which provides for daily basic shopping requirements.

The former Central Line, and the station in North Weald are now part of a heritage route.

North Weald Airfield has been subject to several studies in the recent past, and this has culminated in the preparation of a Masterplan to guide the possible future development of the settlement. This takes into account the proximity of Harlow and Epping, and known transportation issues included local congestion.

**Settlement category**

Large Village

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<b>Roydon</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (2011 Census)</b>
Roydon	2193	705	928
<i>Population and housing figures based on those for Roydon Ward, which also include rural areas outside of the settlement, as well as Hamlets such as Roydon Hamlet and Halls Green.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	Y	Roydon Preschool	
Primary	Y	Roydon Primary School	
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	Y	Dees Pharmacy	
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	15 Services Daily Monday to Friday connecting to Harlow and Epping. No Sunday service (Routes 380, 381, 382, 390, 391)	
Bus Service (Level 2)	N		
Rail Station	Y	Roydon Station	
Underground Station (Loop)	N		
Underground Station (Direct)	N		
<b>Retail</b>			
Post Office	Y	Roydon Sub Post Office ( McColls Newsagents)	
Local Shop	Y	McColls Newsagents	
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	Y	McColls Newsagents	
Bank	N		
Pub, Restaurant	Y	Crusader, White Hart, The New Inn. Restaurants on High St. and Roydon Mill.	
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	Saint Peter's Church	
Community Hall	Y	Roydon Village Hall	
Fire Station	N		
Leisure/Sports Facility	Y	Roydon Football Club	
Recreational Amenities	Y	Roydon Playing Fields	
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	Y	Harlow Road, (Free, 42 Spaces)	
<b>TOTAL</b>	<b>14</b>		
<b>Qualitative Analysis</b>			
<p>Roydon is at the north western edge of Epping Forest District, in close proximity to Harlow. Roydon has a mainline rail station, which sits on the District boundary with East Hertfordshire District Council. There are a small number of services on High Street, with several of the assessed services provide by McColl's newsagents.</p> <p>Roydon is bounded to the west by the Lee Valley Regional Park. It contains a Conservation Area across the main area of the High Street, and also forms part of the Nazeing and South Roydon Conservation area.</p>			
<b>Settlement Category</b>			
Large Village			

<b>Sewardstone</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (2011 Census)</b>
Waltham Abbey	na	na	na
<i>No official data for population/housing exists for Sewardstone itself. Sewardstone is estimated to form less than half of the Waltham Abbey High Beach Ward, which has a population of 2,236.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	Y	Northfields Nursery, Nursery at Gilwell Hill	
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	19 departures/arrivals daily on weekdays with connections to Harlow, Waltham Abbey and Chingford. No Sunday service. (Route: 505)	
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station (Loop)	N		
Underground Station (Direct)	N		
<b>Retail</b>			
Post Office	N		
Local Shop	Y	Local store at Gilwell Hill, Texaco filling station on Sewardstone Road	
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	Y	The Plough, Bakers Arms, Premier Inn Waltham Abbey	
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	Gilwellll Open Chapel	
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	Y	Lea Valley recreational area	
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>6</b>		
<b>Qualitative Analysis</b>			
<p>Sewardstone is characterised by linear development along Sewardstone Road, between the southern edge of Waltham Abbey and the northern edge of Chingford. There is no discernible centre, and there are few services within the settlement itself. The score achieved is largely a reflection of the frequency of bus services along Sewardstone Road.</p> <p>Residents of this area would have to travel to meet the majority of their daily requirements for education, health, retail and community facilities.</p>			
<b>Settlement Category</b>			
Hamlet			

<b>Sheering</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (2011 Census)</b>
Sheering	891	304	376
<i>Population/housing figures have been based on the portion of Sheering Parish which is not contained within the Lower Sheering Ward. This also includes rural areas outside of the settlement itself.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	Y	Sheering Village Pre-School	
Primary	Y	Sheering Church of England Voluntary Controlled Primary School	
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	20 departures/arrivals daily on weekdays, connecting to Harlow, Chelmsford, and Sawbridgeworth. (Routes: 59, 347. School Route: 322)	
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station (Loop)	N		
Underground Station (Direct)			
<b>Retail</b>			
Post Office	Y	Sheering Newsagents and Post Office	
Local Shop	Y	Sheering Newsagents and Post Office	
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	Y	The Cock, The Crown	
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	St. Mary the Virgin	
Community Hall	Y	Sheering Village Hall	
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	Y	Public green space in residential areas	
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>9</b>		
<b>Qualitative Analysis</b>			
Sheering is to the immediate east of the M11 at the northern edge of the District. It is a small settlement contained within rural farmland. There are some local services that would cater to some everyday requirements of residents, but for the majority of demands travel to larger nearby settlements would be necessary.			
<b>Settlement Category</b>			
Small Village			

<b>Stapleford Abbots</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (2011 Census)</b>
Stapleford Abbots	1,008	957	442
<i>Population and housing figures are based on those for Stapleford Abbots Parish, and so also include rural areas outside of the settlement itself.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	Y	Stapleford Abbots Pre-School	
Primary	Y	Stapleford Abbots Primary School	
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	20 departures/arrivals daily on weekdays connecting to Epping, Debden, Harlow and Romford. No Sunday service (Routes: 375, 575)	
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station (Loop)	N		
Underground Station (Direct)	N		
<b>Retail</b>			
Post Office	N		
Local Shop	Y	Tysea Stores	
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	Y	Rabbits, Royal Oak	
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	St. Mary the Virgin	
Community Hall	Y	Stapleford Abbots Village Hall	
Fire Station	N		
Leisure/Sports Facility	N	*Stapleford Abbots Golf Club and Stapleford Airfield are nearby	
Recreational Amenities	Y	Small public green space in the centre of the settlement	
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>8</b>		
<b>Qualitative Analysis</b>			
Stapleford Abbots is in the south east of the District, immediately adjoining the District boundary with Brentwood District. The settlement is quite sprawling, and is washed over by the Green Belt. There are some local services that would cater to some everyday requirements of residents, but for the majority of demands travel to larger nearby settlements would be necessary.			
<b>Settlement Category</b>			
Small Village			

<b>Theydon Bois</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (2011 Census)</b>
Theydon Bois	4,062	832	1,679
<i>Population figures have been based on those for Theydon Bois Parish and also includes rural areas outside of the settlement itself.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	Y	Theydon Bois Pre-school Group	
Primary	Y	Theydon Bois Primary School	
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	Y	Theydon Bois Surgery (Part Time Service)	
Dentist	Y	Theydon Dental Surgery	
Optician	N		
Pharmacy	Y	Theydon Bois Pharmacy	
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	40 departures/arrivals daily on weekdays, connecting to Loughton, Epping, Harlow and Romford. (Routes: 541, 575)	
Bus Service (Level 2)	Y		
Rail Station	N		
Underground Station (Loop)	Y	Theydon Bois Underground Station (Central Line, Direct)	
Underground Station (Direct)	Y		
<b>Retail</b>			
Post Office	Y	Theydon Bois Post Office	
Local Shop	Y	Coppice Row and Forest Drive local shops inc. Restaurants, Newsagents, Retail, Grocers, Tesco Metro	
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	Y	Tesco Metro	
Bank	N		
Pub, Restaurant	Y	Queen Victoria, The Bull, Sixteen String Jack. Restaurants and takeaways in village centre.	
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	Theydon Bois Baptist Church, St Mary Parish Church	
Community Hall	Y	Theydon Bois Village Hall, Theydon Bois Community & Youth Centre	
Fire Station	N		
Leisure/Sports Facility	Y	Theydon Bois Golf Club, Theydon Bois Lawn Tennis Club, Theydon Bois Cricket Club	
Recreational Amenities	Y	Theydon Bois Green, Theydon Plain.	
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>17</b>		
<b>Qualitative Analysis</b>			
<p>Theydon Bois is to the south of the M25 and the west of the M11, to the north of Loughton/Debden. The settlement is served by London Underground, and the central part of the settlement contains a small parade of shops, restaurants and pubs. Further, there is a primary school, pre-school and youth club in the village.</p> <p>Theydon Bois is largely constrained to the west by parts of Epping Forest, and is bounded to the east by the Central Line.</p>			

**Settlement Category**

Large Village

DRAFT

<b>Thornwood</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (2011 Census)</b>
North Weald Bassett	969	498	446
<i>Figures are based on the portion of Epping Lindsey and Thornwood Common Ward which is not located within Epping Parish. This includes rural areas outside of the settlement itself.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	Y	Little Flyers Day Nursery	
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	119 departures/arrivals daily on weekdays connecting to Harlow, Epping, Ongar, Brentwood, Loughton and Romford. (Routes 19, 20, 21, 575. Limited/Sunday Routes: 501, 541)	
Bus Service (Level 2)	Y		
Rail Station	N		
Underground Station (Loop)	N		
Underground Station (Direct)	N		
<b>Retail</b>			
Post Office	N		
Local Shop	Y	Local shop within both petrol filling stations, kitchen shop, garden centre	
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	Y	Moneybox Corporation Ltd (Neal Service Station)	
Bank	N		
Pub, Restaurant	N	<i>*Indian Restaurant currently closed</i>	
<b>Community Facilities &amp; Services</b>			
Place of Worship	N		
Community Hall	Y	Thornwood Village Hall	
Fire Station	N		
Leisure/Sports Facility	Y	Upper Clapton Football Club, Golf Range (Upland Road)	
Recreational Amenities	Y	Thornwood Common	
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>8</b>		
<b>Qualitative Analysis</b>			
Thornwood is to the north of Epping, and is characterised by a range of property types, styles and ages. The B1393 road passes broadly north-south through the village, and the frequency of bus services along this route contributes heavily to the score achieved. There are some local services that would cater to some everyday requirements of residents, but for the majority of demands travel to larger nearby settlements would be necessary.			
<b>Settlement Category</b>			
Small Village			

<b>Waltham Abbey</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (2011 Census)</b>
Waltham Abbey	18913	1999	8,435
<i>Population/housing figures have been based on those for the Wards of Waltham Abbey Honey Lane, Waltham Abbey North East, Waltham Abbey Paternoster and Waltham Abbey South West. This also covers some rural areas outside the Town itself.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	Y	Elphwood Pre-School & Nursery, Wishing Well Pre-School, Tudor Cross Pre-School, Dreamy Tales Ltd, St. Lawrence Church Preschool	
Primary	Y	Hillhouse CofE Primary School, The Leverton Infant and Nursery School, The Leverton Junior School, Upshire Primary Foundation School, Waltham Holy Cross Infant School, Waltham Holy Cross Junior School,	
Secondary	Y	King Harold Academy	
Higher / Further	N		
<b>Health</b>			
GP	Y	Maynard Court Surgery, MISRA K (36 Howard Business Park), Keyhealth Medical Centre, The Market Square Surgery, Nazeing Valley Health Centre.	
Dentist	Y	Cobbin's Brook Dental Practice, Alexanders Dental Practice, Market Square Dental Surgery	
Optician	Y	Waltham Abbey Opticians	
Pharmacy	Y	Glennon Chemists, Lloyds Pharmacy (10 Sun Street), Lloyds Pharmacy (adjacent Tesco)	
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	191 departures/arrivals in Town Centre on weekdays connecting to Waltham Cross, Loughton, Epping, Harlow, and Chingford. (Routes: 66, 66A 211, 212, 213, 250, 251, 255, 390, 505. Limited Routes: 66B, 213C, 240, 254	
Bus Service (Level 2)	Y		
Rail Station	N	*Nearest is in Waltham Cross	
Underground Station (Loop)	N		
Underground Station (Direct)	N		
<b>Retail</b>			
Post Office	Y	Waltham Abbey Post Office, Princesfield Post Office,	
Local Shop	Y	Town centre with many local shops (inc. retail shops, financial services, restaurants) Co-Op Food	
Supermarket (over 3,000 m <sup>2</sup> )	Y	Tesco Superstore, Lidl	
ATM	Y	Co-operative Bank, Barclays Bank PLC, HSBC Bank plc, Royal Bank of Scotland(Tesco), InfoCash (93 Farm Hill Road), Omnicash (Roshni News), TSB (Post Office), TSB.	
Bank	Y	Barclays Bank PLC, HSBC Bank plc, TSB	
Pub, Restaurant	Y	The Angel, The Bakers Arms, The Black Swan, The Crown, The Green Dragon, The Green Man, The New Inn, The Queens Arms, Queens Head, Spotted Cow, The Sun Inn, The Volunteer, The Welsh Harp, Wheatsheaf, The White Lion, Woodbine Inn. Numerous restaurants/cafes in Town Centre area.	
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	Waltham Abbey Church, Lea Valley Church, St Thomas and St Edward Church	
Community Hall	Y	Waltham Abbey, Town Hall, Waltham Abbey Community Centre, W.D.D.B (Ninefields Estate), New Images	



		Centre, Town Mead Leisure Park.
Fire Station	Y	Fire Station (Station 73)
Leisure/Sports Facility	Y	Waltham Abbey Swimming Pool, Larsen's Bowls Club, Marriott Hotel (Leisure centre within). Town Mead Leisure Park.
Recreational Amenities	Y	Town Mead, Lea Valley facilities
Library	Y	Waltham Abbey Library
Police Station	N	Waltham Abbey Police Station has closed
Citizens Advice Bureau	Y	Citizens Advice Bureau Waltham Abbey
Public Car Park	Y	Quaker Lane, (Short Stay, 109 Spaces), Cornmill, (Combined, 197 Spaces), Darby Drive, (Combined, 69 Spaces)
<b>TOTAL</b>	<b>23</b>	
<b><u>Qualitative Analysis</u></b>		
<p>Waltham Abbey lies to the west of the District, immediately to the north of the M25 and close to the boundary with the Borough of Broxbourne. The historic core and the presence of the Royal Gunpowder Mills to the west of the centre have led to Waltham Abbey being identified as a historic town by Essex County Council in 1999.</p> <p>The majority of services and facilities assessed are present in Waltham Abbey, clearly identifying it as a town.</p>		
<b><u>Settlement Category</u></b>		
Town		

DRAFT

<b>Willingale</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (2011 Census)</b>
Willingale	501	1,398	206
<i>Population and housing figures are based on those for Willingale Parish and so also include a substantial rural area outside of the settlement itself.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	4 departures/arrivals on weekdays connecting to Chelmsford and Ongar. No Sunday service (Routes 46 and 46A)	
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station (Loop)	N		
Underground Station (Direct)	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	N		
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	Willingale St Christopher. St. Andrews (Redundant)	
Community Hall	Y	Willingale Village Hall	
Fire Station	N		
Leisure/Sports Facility	Y	Willingale Cricket Club	
Recreational Amenities	Y	Small public space at the north of the settlement	
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>5</b>		
<b>Qualitative Analysis</b>			
Willingale is the most easterly settlement in the District, and is surrounded by rural farmland. There are very few services and facilities in Willingale.			
<b>Settlement Category</b>			
Hamlet			

### Additional Hamlets

<b>Abbess Roding</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
Abbess, Beauchamp & Berners Roding	na	na	na
<i>Population and housing/ figures for the settlement of Abbess Roding itself are not available. The Parish of Abbess, Beauchamp and Berners Roding has an overall population of 481.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	2 departures/arrivals on weekdays connecting to Ongar, with weekly service to Epping. No Sunday service (Routes 146, SB05)	
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	N		
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	St. Edmunds Church	
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>2</b>		
<b>Qualitative Analysis</b>			
Abbess Roding is small settlement in the North of the District. It has no discernible services or facilities aside from the local church, and has a very limited bus service.			
<b>Settlement Category</b>			
Hamlet			

<b>Beauchamp Roding</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
Abbess, Beauchamp & Berners Roding	na	na	na
<i>Population/ housing figures for the settlement of Beauchamp Roding itself are not available. The Parish of Abbess, Beauchamp and Berners Roding has an overall population of 481.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	2 departures/arrivals on weekdays connecting to Ongar, with weekly service to Epping. No Sunday service(Routes 146, SB05)	
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	N		
<b>Community Facilities &amp; Services</b>			
Place of Worship	N		
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>1</b>		
<b>Qualitative Analysis</b>			
Beauchamp Roding is small settlement in the North of the District. It has no discernible services or facilities, and has a very limited bus service.			
<b>Settlement Category</b>			
Hamlet			

<b>Berners Roding</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
Abbess, Beauchamp & Berners Roding	na	na	na
<i>Population/ housing figures for the settlement of Berners Roding itself are not available. The Parish of Abbess, Beauchamp and Berners Roding has an overall population of 481.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	N		
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	N		
<b>Community Facilities &amp; Services</b>			
Place of Worship	N		
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>0</b>		
<b>Qualitative Analysis</b>			
Berners Roding is small housing cluster in the North of the District. It has no discernible services or facilities.			
<b>Settlement Category</b>			
Hamlet			

<b>Bobbingworth</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
Moreton, Bobbingworth and the Lavers	na	na	na
<i>Population/ housing figures for the settlement of Bobbingworth itself are not available. The Parish of Moreton, Bobbingworth and the Lavers has an overall population of 321.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	N		
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	N		
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	Parish Church of Saint Germain Bobbingworth	
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>1</b>		
<b>Qualitative Analysis</b>			
Bobbingworth is a small settlement in the Parish of Moreton, Bobbingworth and the Lavers. It is home to a church, but no other discernible services or facilities.			
<b>Settlement Category</b>			
Hamlet			

<b>Broadley Common</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
Roydon	na	na	na
<i>Population/ housing figures for the settlement of Broadley Common itself are not available. Broadley Common forms part of the Parish of Roydon which has a population of 2,828</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y		
Bus Service (Level 2)	Y	64 departures/arrivals daily on weekdays, plus limited weekend services, connecting to Waltham Abbey, Harlow, and Chingford (Routes: 66A, 392, 292, 505)	
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	Y	The Black Swan	
<b>Community Facilities &amp; Services</b>			
Place of Worship	N		
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	Y	Broadley Common Recreation Ground	
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>4</b>		
<b>Qualitative Analysis</b>			
Broadley Common is a cluster of housing in the southern part of Roydon Parish. It contains a pub and recreational grounds, and has a relatively substantial bus service.			
<b>Settlement Category</b>			
Hamlet			

<b>Dobbs Weir</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
Nazeing	na	na	na
<i>Population/ housing figures for the settlement of Dobbs Weir itself are not available. Dobbs Weir forms part of the Parish of Nazeing which has a population of 4,378</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	Very limited service on only certain weekdays connecting to Lower Nazeing and Harlow. (Routes: SB01, SB02)	
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	Y	The Rivers Edge Café, The Fish and Ells	
<b>Community Facilities &amp; Services</b>			
Place of Worship	N		
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	Y	Public Park at River Lea	
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>3</b>		
<b>Qualitative Analysis</b>			
Dobbs Weir is a small post war riverside development in the Lea Valley. The settlement has few facilities but has significant recreational amenities nearby.			
<b>Settlement Category</b>			
Hamlet			



<b>Fiddlers Hamlet</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
Epping	na	na	na
<i>Population/ housing figures for the settlement of Fiddlers Hamlet itself are not available. Fiddlers Hamlet is a small settlement within the Parish of Epping, which has an overall population of 11,461, made up predominantly of the Town of Epping.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	21 departures/arrivals on weekdays connecting to Epping and Harlow. No Sunday service. (Routes: 380, 381, 382. School Route: 383)	
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	Y	The Merry Fiddlers, Theydon Oak	
<b>Community Facilities &amp; Services</b>			
Place of Worship	N		
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
Recycling Facilities	N		
<b>TOTAL</b>	<b>2</b>		
<b>Qualitative Analysis</b>			
Fiddlers Hamlet is located east of Epping and west of the M11, and is formed primarily of a ribbon of housing development. It has no services or facilities aside from two local pubs and a relatively limited bus service.			
<b>Settlement Category</b>			
Hamlet			

<b>Foster Street</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
North Weald Bassett	na	na	na
<i>Population/ housing figures for the settlement of Foster Street itself are not available. The settlement forms a very small part of North Weald Bassett Parish which has an overall population of 6,032.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	N		
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	N		
<b>Community Facilities &amp; Services</b>			
Place of Worship	N		
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
Recycling Facilities	N		
<b>TOTAL</b>	<b>0</b>		
<b>Qualitative Analysis</b>			
Fosters Street is a small linear housing cluster to the south-east of Harlow. It has no discernible facilities or services, nor any fully functioning bus service.			
<b>Settlement Category</b>			
Hamlet			

<b>Hare Street</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
Stanford Rivers	na	na	na
<i>Population/ housing figures for the settlement of Hare Street itself are not available. The settlement forms part of Stanford River Parish which has an overall population of 817.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	N		
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	N		
<b>Community Facilities &amp; Services</b>			
Place of Worship	N		
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>0</b>		
<b>Qualitative Analysis</b>			
Hare Street is a small linear housing cluster to the south-east of the District to the south of Ongar. It has no discernible facilities or services nor any fully functioning bus service, with some minor services instead in nearby Stanford Rivers.			
<b>Settlement Category</b>			
Hamlet			

<b>Hastingwood</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
North Weald Bassett	na	na	na
<i>Population/ housing figures for the settlement of Hastingwood itself are not available. The settlement forms a small part of North Weald Bassett Parish which has an overall population of 6,032.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	Y	Fidgety Fingers Nursery	
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	N		
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	Y	The Rainbow & Dove, Horns and Horseshoes	
<b>Community Facilities &amp; Services</b>			
Place of Worship	N		
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>2</b>		
<b>Qualitative Analysis</b>			
Hastingwood is located South of Harlow, east of Junction 7 of the M11, and is formed of a ribbon of housing development. It has very few services, instead relying primarily on services in nearby Harlow.			
<b>Settlement Category</b>			
Hamlet			

<b>High Laver</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
High Laver	493	765	224
<i>Population/ housing figures for High Laver are based on the Parish of High Laver, and so also include rural areas outside of the settlement itself.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	2 departures/arrivals daily on weekdays connecting to Harlow. No weekend service (Route 147, 47)	
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	N		
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	All Saints Church High Laver	
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>2</b>		
<b>Qualitative Analysis</b>			
High Laver is small cluster of housing centred on the Parish Church in the north of the District, to the east of Harlow. It has very few discernible services, with the church playing a key role, and has a very limited bus service.			
<b>Settlement Category</b>			
Hamlet			

<b>Jacks Hatch</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
Epping Upland	na	na	na
<i>Population/ housing figures for the settlement of Jacks Hatch itself are not available. The settlement forms a small part of Epping Upland Parish which has an overall population of 831.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	3 departures/arrivals daily on weekdays connecting to Harlow. No weekend service (Route 381, 382)	
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	Y	Convenience store and filling stations at Jacks Hatch Garage	
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	N		
<b>Community Facilities &amp; Services</b>			
Place of Worship	N		
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>2</b>		
<b>Qualitative Analysis</b>			
Jacks Hatch is a small cluster of housing to the south-west of Harlow. It has no discernible services aside from the local filling station and has a very limited bus service.			
<b>Settlement Category</b>			
Hamlet			

<b>Lambourne End</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
Lambourne	na	na	na
<i>Population/ housing figures for the settlement of Lambourne End itself are not available. The settlement forms part of Lambourne Parish which has an overall population of 2,013, and in which Abridge is the largest settlement.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	N		
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	Y		Millar & Carter pub and restaurant
<b>Community Facilities &amp; Services</b>			
Place of Worship	N		
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	Y		Lambourne End Centre
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>2</b>		
<b>Qualitative Analysis</b>			
Lambourne End is located along the southern boundary of the District, to the north-east of Chigwell, and is formed primarily of a ribbon of housing. It has few discernible services and has no official bus service aside from a local pub/restaurant, and the Lambourne End outdoor recreational centre.			
<b>Settlement Category</b>			
Hamlet			

<b>Little Laver</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
Little Laver	na	na	na
<i>Population/ housing figures for the settlement of Little Laver itself are not available. Official data for the Parish of Little Laver is also not available due to ONS confidentiality policies.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	N		
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	N		
<b>Community Facilities &amp; Services</b>			
Place of Worship	N		
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>0</b>		
<b>Qualitative Analysis</b>			
Little Laver is a small cluster of housing located in Parish of Little Laver in the predominantly rural north-eastern portion of the District. The settlement has no discernible services.			
<b>Settlement Category</b>			
Hamlet			



<b>Epping Upland</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
Epping Upland	na	na	na
<i>Population/ housing figures for the settlement of Epping Upland itself are not available. The settlement forms part of Epping Upland Parish which has a population of 831</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	N		
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	N		
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	All Saints Church of England	
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>1</b>		
<b>Qualitative Analysis</b>			
Epping Upland is small settlement located between Harlow and Epping Town. The local church is a key feature of the settlement and wider community, however it has no evident services aside from this.			
<b>Settlement Category</b>			
Hamlet			

<b>Magdalen Laver</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
Magdalen Laver	232	604	97
<i>Population/ housing figures for the settlement of Magdalen Laver have been based on those of the Parish of Magdalen Laver, and so also include rural areas outside of the settlement area itself.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	2 departures/arrivals on Monday and Wednesday connecting to Harlow, Ongar and Epping (Routes: SB06, 47, 147)	
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	N		
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	Saint Marys Magdalen Laver Parish Church	
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>2</b>		
<b>Qualitative Analysis</b>			
Magdalen Laver is a small cluster of housing located in the rural north-east of the District. The local Parish church is a key focal point in the settlement itself and the wider community, however the settlement has no clear services aside from this and has a very limited bus service.			
<b>Settlement Category</b>			
Hamlet			

<b>Newmans End</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
Matching	na	na	na
<i>Population/ housing figures for the settlement of Newmans End itself are not available. The settlement forms a small part of Matching Parish which has an overall population of 661.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	N		
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	N		
<b>Community Facilities &amp; Services</b>			
Place of Worship	N		
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>0</b>		
<b>Qualitative Analysis</b>			
Newmans End is a small cluster of housing located in Matching Parish in the rural north-eastern part of the District. The settlement has no clear services or local facilities.			
<b>Settlement Category</b>			
Hamlet			

<b>Nine Ashes</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
High Ongar	na	na	na
<i>Population/ housing figures for the settlement of Nine Ashes itself are not available. The settlement forms a small part of High Ongar Parish which has an overall population of 1,255.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	14 departures/arrivals daily on weekdays connecting to Chelmsford and Ongar. No Sunday Service (Route: 32)	
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	N		
<b>Community Facilities &amp; Services</b>			
Place of Worship	N		
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>1</b>		
<b>Qualitative Analysis</b>			
Nine Ashes is a small settlement located along the eastern boundary of the District, and is made up largely of ribboned housing development. The settlement has no clear services or local facilities, relying largely on the neighbouring village of Blackmore (outside of EFDC) for such services.			
<b>Settlement Category</b>			
Hamlet			

<b>Norton Heath</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
High Ongar	na	na	na
<i>Population/ housing figures for the settlement of Norton Heath itself are not available. The settlement forms a small part of High Ongar Parish which has an overall population of 1,255.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	School bus route connecting to Brentwood. (Route: 472)	
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	N		
<b>Community Facilities &amp; Services</b>			
Place of Worship	N		
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>1</b>		
<b>Qualitative Analysis</b>			
Norton Heath a small cluster of housing to the east of High Ongar, just off the A414. It has no evident services aside from access to a local school bus route.			
<b>Settlement Category</b>			
Hamlet			

<b>Norton Mandeville</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
High Ongar	na	na	na
<i>Population/ housing figures for the settlement of Norton Mandeville itself are not available. The settlement forms a very small part of High Ongar Parish which has an overall population of 1,255.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	N		
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	N		
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	All Saints Church	
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>1</b>		
<b>Qualitative Analysis</b>			
Norton Mandeville is a small cluster of housing to the north of High Ongar. It has an historic church at the centre which plays an important role in the wider community, but has less than dozen houses, a farm yard and no evident services.			
<b>Settlement Category</b>			
Hamlet			

<b>Roydon Hamlet</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
Roydon	na	na	na
<i>Population/ housing figures for Roydon Hamlet itself are not available. The settlement forms a small part of Roydon Parish which has an overall population of 2,828, in which Roydon (the larger Village) forms the most significant part.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	8 departures/arrivals daily on weekdays connecting to Harlow and Waltham Abbey. No weekend service. (Routes: 390, 391.)	
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	N		
<b>Community Facilities &amp; Services</b>			
Place of Worship	N		
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>1</b>		
<b>Qualitative Analysis</b>			
Roydon Hamlet is a cluster of housing located to the south of the larger Roydon Village. It has no evident services, with a limited weekday bus service. Surrounding Glasshouse sites are a significant influence on the area.			
<b>Settlement Category</b>			
Hamlet			

<b>Sewardstonebury</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
Waltham Abbey	na	na	na
<i>Population/ housing figures for Sewardstonebury itself are not available. The settlement forms a small part of Waltham Abbey High Beach Ward which has an overall population of 2,236.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	N		
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	N		
<b>Community Facilities &amp; Services</b>			
Place of Worship	N		
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	Y	West Essex Golf Club is adjacent to the settlement	
Recreational Amenities	Y	Epping Forest is adjacent to the settlement and includes recreational walking/bike trails leading into the settlement.	
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>2</b>		
<b>Qualitative Analysis</b>			
Sewardstonebury is a cluster of housing in the south-west of the District, just north of Chingford. While it has few services itself, there are some services located within the nearby Gilwell complex, while the West Essex golf course and Epping Forest provide a strong recreational provision.			
<b>Settlement Category</b>			
Hamlet			



<b>Stanford Rivers</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
Stanford Rivers	na	na	na
<i>Population/ housing figures for Stanford Rivers itself are not available. The settlement forms part of Stanford Rivers Parish which has an overall population 817, and which also includes the nearby Hamlet of Little End, the Hamlet of Toot Hill, and a significant rural area.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	1 weekly bus service operating on Mondays connecting to Ongar and Epping (Route: SB05)	
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	N		
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	The Parish Church of St. Margaret	
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>2</b>		
<b>Qualitative Analysis</b>			
Stanford Rivers is a very small settlement to the south of Chipping Ongar. It is centred on the local church, with less than a dozen houses and no other evident services or facilities.			
<b>Settlement Category</b>			
Hamlet			

<b>Stapleford Tawney</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
Stapleford Tawney	135	667	71
<i>Population/ housing figures for Stapleford Tawney have been based on those for the Parish of Stapleford Tawney. This also includes the rural area outside of the settlement itself.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	N		
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	N		
<b>Community Facilities &amp; Services</b>			
Place of Worship	N		
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>0</b>		
<b>Qualitative Analysis</b>			
Stapleford Tawney is located just north of the M25 in the east of the District. It has less than a dozen houses and no evident services or facilities aside from the small private hospital, Sutton's Manor.			
<b>Settlement Category</b>			
Hamlet			

<b>Theydon Garnon</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
Theydon Garnon	121	801.5	59
<i>Population/ housing figures for Theydon Garnon have been based on those for the Parish of Theydon Garnon. This also includes the rural area outside of the settlement itself.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	N		
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	N		
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	All Saints Church	
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>1</b>		
<b>Qualitative Analysis</b>			
Theydon Garnon, located south-east of the M11/M25 junction east of Theydon Bois, is a small cluster of housing centred on the local Parish Church. It has no other evident services or facilities.			
<b>Settlement Category</b>			
Hamlet			

<b>Theydon Mount</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
Theydon Mount	175	630	78
<i>Population/ housing figures for Theydon Mount have been based on those for the Parish of Theydon Mount. This also includes the rural area outside of the settlement itself.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	N		
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	N		
<b>Community Facilities &amp; Services</b>			
Place of Worship	N		
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>0</b>		
<b>Qualitative Analysis</b>			
Theydon Mount is located the north-east of the M11/M25 junction, and is formed of a cluster of less than a dozen or so houses. It has no discernible services or facilities.			
<b>Settlement Category</b>			
Hamlet			

<b>Toot Hill</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
Stanford Rivers	na	na	na
<i>Population/ housing figures for the settlement of Toot Hill itself are not available. The settlement forms part of the Stanford Rivers Parish which has an overall population of 817, and which also includes the Hamlets of Little End and Stanford Rivers.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y	8 departures/arrivals daily on weekdays connecting to Harlow and Epping. No Sunday service. (Routes:147, 381, 382)	
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	Y	The Green Man, The Mole Trap	
<b>Community Facilities &amp; Services</b>			
Place of Worship	N		
Community Hall	Y	Toot Hill Village Hall	
Fire Station	N		
Leisure/Sports Facility	Y	Toot Hill Golf Club	
Recreational Amenities	Y	Village Green	
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>5</b>		
<b>Qualitative Analysis</b>			
Toot Hill is located between Chipping Ongar, North Weald Bassett and Epping, and is formed primarily of ribboned housing development leading from the central village green. Important services and facilities include the local Village hall, two local pubs and neighbouring golf course. It has also a relatively limited bus service.			
<b>Settlement Category</b>			
Hamlet			

<b>Upper Nazeing</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
Nazeing	na	na	na
<i>Population/ housing figures for Upper Nazeing itself are not available. The settlement forms a small part of Nazeing Parish which has an overall population of 4,378, in which Lower Nazeing forms the most significant part.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	N		
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	N		
Bus Service (Level 2)	N		
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	N		
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	All Saints Parish Church	
Community Hall	N		
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	Y	Nazeing Triangle	
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>2</b>		
<b>Qualitative Analysis</b>			
Upper Nazeing, located to the north-east of Lower Nazing, is a small grouping of houses centred on a village green. It's home to a Parish Church, but has no other evident services or facilities.			
<b>Settlement Category</b>			
Hamlet			

<b>Upshire</b>			
<b>Parish</b>	<b>Population (2011 Census)</b>	<b>Area (hectares)</b>	<b>Number of Dwellings (Census 2011)</b>
Waltham Abbey	na	na	na
<i>Population/ housing figures for Upshire itself are not available. The settlement forms a small part of Waltham Abbey Parish which has an overall population of 21,149 which is predominantly made up by the Town of Waltham Abbey.</i>			
<b>Existing Services &amp; Facilities</b>			
<b>Education</b>			
Nursery / Childcare	N		
Primary	Y	Upshire Primary and Foundation Level School	
Secondary	N		
Higher / Further	N		
<b>Health</b>			
GP	N		
Dentist	N		
Optician	N		
Pharmacy	N		
Hospital	N		
<b>Transport</b>			
Bus Service (Level 1)	Y		
Bus Service (Level 2)	Y	80 departures/arrivals daily on weekdays, with weekend service, connecting to Waltham Abbey, Waltham Cross and Harlow ( Routes 251, 390)	
Rail Station	N		
Underground Station	N		
<b>Retail</b>			
Post Office	N		
Local Shop	N		
Supermarket (over 3,000 m <sup>2</sup> )	N		
ATM	N		
Bank	N		
Pub, Restaurant	Y	The Horseshoes, The Good Intent	
<b>Community Facilities &amp; Services</b>			
Place of Worship	Y	St. Thomas Church of England	
Community Hall	Y	Upshire Village Hall	
Fire Station	N		
Leisure/Sports Facility	N		
Recreational Amenities	N		
Library	N		
Police Station	N		
Citizens Advice Bureau	N		
Public Car Park	N		
<b>TOTAL</b>	<b>6</b>		
<b>Qualitative Analysis</b>			
Upshire is a small settlement on the eastern boundaries of Waltham Abbey, a Town which has expanded directly out to what would be considered Upshire. While relying on Waltham Abbey for the majority of services and facilities, it does have some important local services within the settlement including a School, Church and Village Hall, as well as a comprehensive bus service.			
<b>Settlement Category</b>			
Hamlet			

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