

Land at Luxborough Lane Chigwell

Site Promotion Document
April 2013



This document has been produced to identify the availability of land at Luxborough Lane in Chigwell and establish its potential for residential development to meet local housing requirements. Higgins Homes has instructed Barton Willmore to look at the site's context, its opportunities and constraints and draw up initial development options. The results of this work can be seen on the following pages.

Contents

Site Location

Planning History

Context Analysis

Development Potential

Benefits



Central Line

M11

Higgins Land

Luxborough Lane

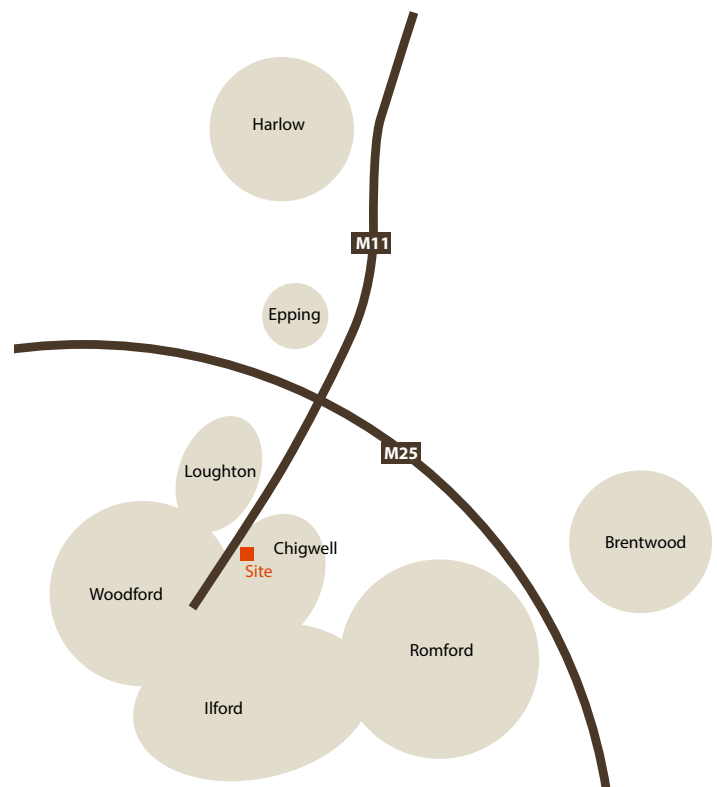
High Road

Image © 2013 Bluesky
© 2013 Infoterra Ltd & Bluesky

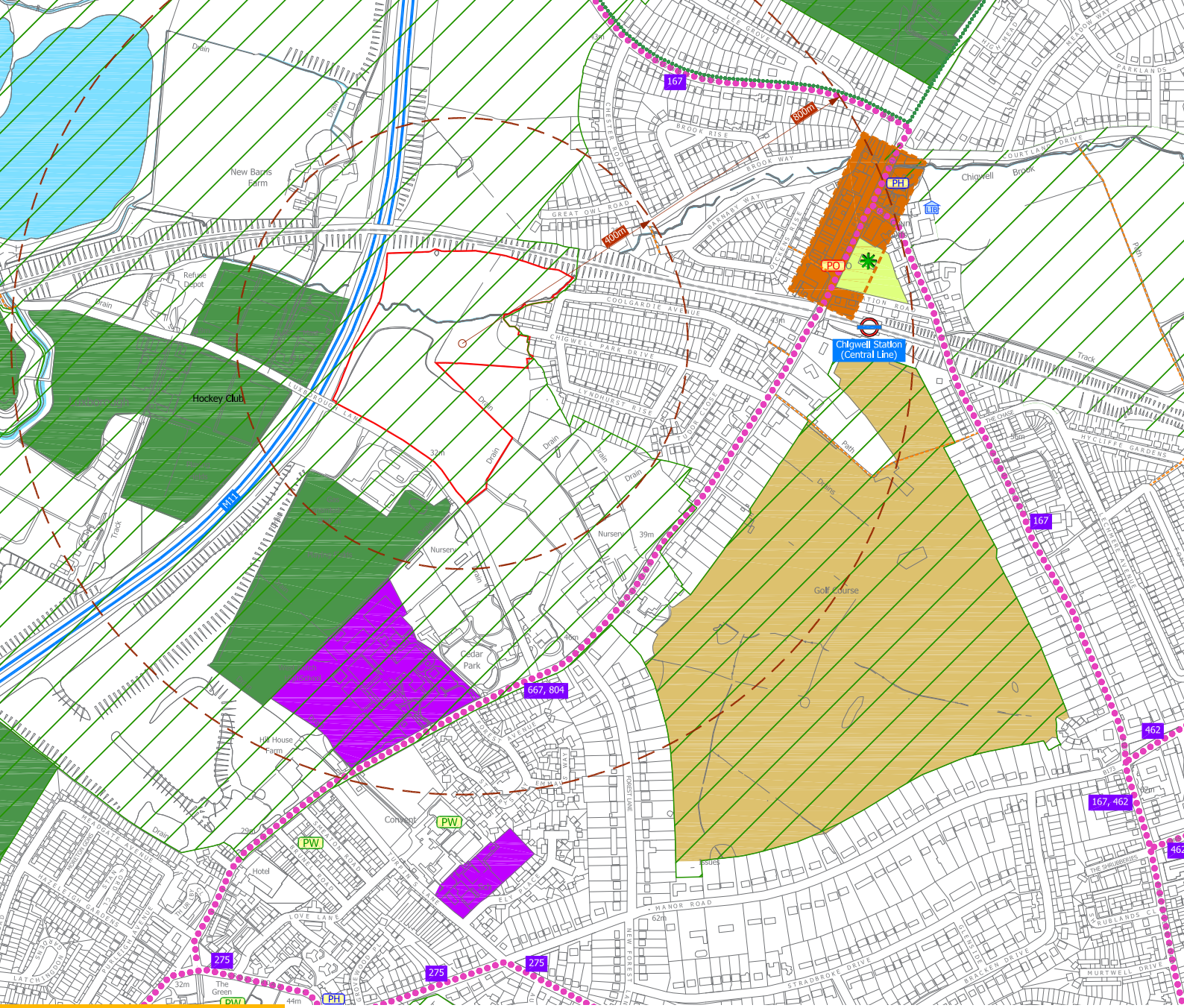


Site Location

The land at Luxborough lane is approximately 10 ha in size and is located in Chigwell, which is a main settlement in the Epping Forest District. The M11 runs along the western boundary and the Central Tube Line along the northern boundary of the site. Located to the east is existing residential development of predominantly detached and semi-detached houses. To the south the site abuts Luxborough Lane, which provides a link across the M11.

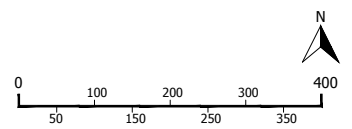


Site Location



Facilities Plan

	Site Boundary		Place of worship (Source: Ordnance Survey Base)		Watercourses/Bodies (Source: Ordnance Survey Base)		Schools (Source: Ordnance Survey Base)
	Local Centre (Source: Ordnance Survey Base/Aerial Photos)		Post Office (Source: Ordnance Survey Base)		Playing Fields (Source: Ordnance Survey Base)		Green Belt (Source: GIS data)
	Motorway (M11) (Source: Ordnance Survey Base)		Public House (Source: Ordnance Survey Base)		Parks (Source: Ordnance Survey Base)		Public Rights of Way (Source: Ordnance Survey Base)
	Railway (Source: Ordnance Survey Base)		Library (Source: Ordnance Survey Base)		Children's Play Area (Source: Ordnance Survey Base)		Bus Route and Number (Source: Transport for London bus map)
	Tube Station (Source: Ordnance Survey Base)		Watercourses (Source: Ordnance Survey Base)		Golf Course (Source: Ordnance Survey Base)		National Trail (Source: Ordnance Survey Base)



Context Analysis

The following few paragraphs consider the context of the land in relation to transport, access, education, flood risk and drainage, services, landscape and ecology, which is based on the finding of preliminary desk top studies.

Transport

Walking/Cycling - The land is within easy walking distance to existing services within Chigwell. The local centre and Tube Station are approximately 700m away. The land could be easily connected to the existing pedestrian and cycle network.

Public Transport - Chigwell is connected to the London Tube network and Chigwell Station is approximately 10 min. walk away. Bus Services run along High Road.

Vehicular - Luxborough Lane provides the potential for access to the site. An initial assessment identified that an appropriate road widening could be accommodated to serve this land.

Chigwell Park Drive currently terminates at the site boundary. As part of the future design process the potential for

access will be considered in greater detail. This will determine whether or not Chigwell Park Drive should be used as a means of vehicular access (either for all vehicles or emergency vehicles only) or whether it should only be used as a pedestrian/cycle access.

Education

West Hatch High School offering secondary school education is located just south of the site and can be reached by a short walk. A Special School (St. John's Roman Catholic School) is also within walking distance to the south of the site. Several Primary Schools are located slightly further away from the site to the north of the local centre and east of the golf course including Chigwell Primary School, Roding Primary School, Limes Farm Junior School, Fairlop Primary School and Manford Primary School.

Local Facilities

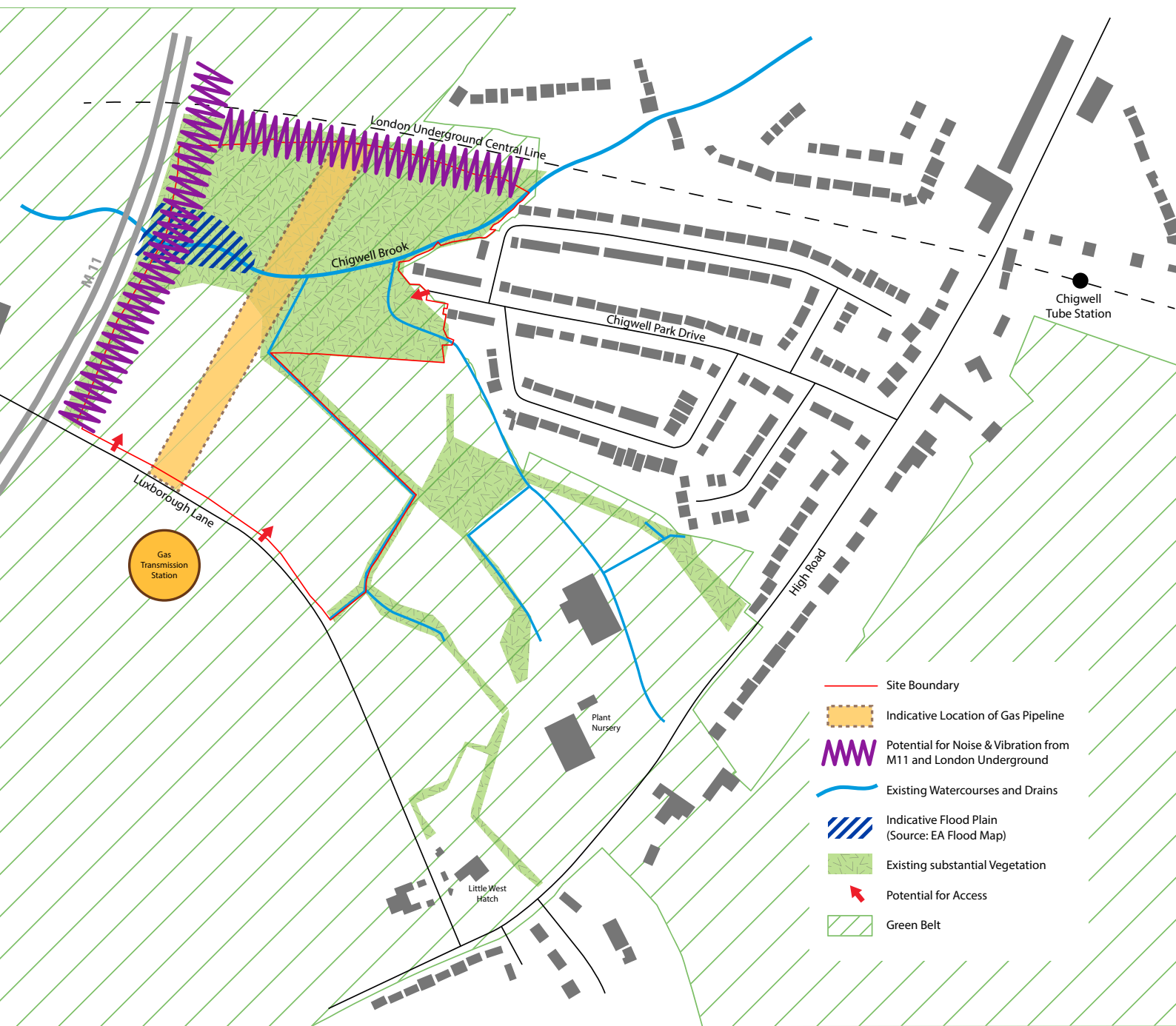
The site is in close proximity to a well established local centre with a good range of shops and other facilities, including a library, local park and playground.

Existing sports and recreation facilities are available nearby, such as various sports clubs (golf, hockey, football, cricket, athletics) and large extents of green space running alongside the River Roding just west of the M11.

Flood Risk and Drainage

Chigwell Brook runs through the northern half of the site and is classified as a main river according to the Environment Agency (EA). A small area of potential flood risk is identified on the EA Flood Map and is indicatively shown on the Constraints Plan.

A number of additional drains run south from Chigwell Brook and will need to be considered during the design process.



Constraints Plan

Services

An existing gas pipeline is known to run across the site, although its exact location and associated stand off requirements will need to be determined at a later stage. A diversion of the pipeline is unlikely, therefore development will be constrained by its existence. However, the land within this corridor could be used as open space.

Noise & Vibration

Potential development may be constrained by noise and vibration from the adjacent M11 motorway and tube line. Further studies would need to be undertaken to determine the exact impact and possible mitigation measures. However, it is not considered that noise will adversely affect particularly large parts of the site.

Landscape & Ecology

The site is characterised by parcels of scrub and vegetated land, all within the Green Belt designation. Woodland planting is apparent on northern parts of the site and along the drainage ditches. The southern part of the site is predominantly scrub grassland.

Not much is known about ecological features at the current stage, but it can be assumed that the vegetation along the drainage channels represent habitats for wildlife and form landscape corridors and should be retained as much as possible. Further studies would need to be undertaken in future design stages.



Development Potential

The following options give an indication of how the land at Luxborough Lane could be developed subject to the results of more detailed assessments. The two options show development parcels and give approximate numbers of units. With this information in mind it is possible to draw up a number of different scenarios for development parcels to come forward.



Example of Higgins Developments

Design Principles

Whilst the options vary in amount of development a set of common design principles has been applied to them. These are as follows:

- Residential development of predominantly 3 to 4 bedroom detached and semi-detached houses with a density similar to its surrounding (approximate density range of 15-25 dwellings per hectare).
- Creation of new open spaces and amenity spaces that are safe and can be overlooked by adjoining properties.
- Provision of a permeable footpath network linking the various development parcels and making green corridors accessible for pedestrians.
- Creation of active development frontages to green spaces and streets.
- Retention of important green corridors and substantial tree planting.

Options Summary

Land Owner	Parcel	Size	Approx. No of Units	Option 1	Option 2
Higgins	A	1.7 ha	30-40	45-60 units	65-90 units
Higgins	B	0.75 ha	15-20		
Higgins	C	0.65 ha	10-15		
Higgins	D	0.5 ha	5-7		
Higgins	E	0.5 ha	5-7		



Option

1

This option creates two development parcels with direct access off Luxborough Lane. The area constrained by the pipeline can be used for public open space.

This option could form a first phase of development.

Parcel A (1.7 ha)	= 30-40 units
Parcel B (0.75 ha)	= 15-20 units
<hr/>	
Total units	= 45-60 units



Option

2

This option creates three further development parcels within the site and explores the idea for low density housing clusters set within the existing woodland.

Parcel A-B	= 45-60 units
Parcel C (0.65 ha)	= 10-15 units
Parcel D (0.5 ha)	= 5-7 units
Parcel E (0.5 ha)	= 5-7 units
<hr/>	
Total units	= 65-90 units

Play and Recreation

New formal and informal play areas could be created as well as new open spaces with walkways.



New Housing

The land could deliver new family housing from as little as 30 units up to 90 units, depending on which development option is selected.

Access

Highway improvements to Luxborough Lane could be made as part of a development proposal.



Benefits

The land at Luxborough Lane provides a suitable and sustainable location for development which could deliver much needed housing to the local area as well as other benefits.



Usability

Development would not only deliver additional housing in a sustainable location and strengthen existing infrastructure and facilities. It would also open up an inaccessible piece of land and make it usable to the wider public.

