# **APPENDIX A**

Community Stakeholder Workshop 30 November 2010

Workshop 1: What are the planning issues affecting your local area?

Group facilitator	Access to public transport	Green spaces	Community facilities	Affordable housing	Local job opportunities	Variety of housing types	Traffic congestion	Shops and restaurants
кн/кр	Rural areas suffer as are relatively isolated from public transport  The lack of access is a particular problem in the north-east of the district  Many bus services finish too early — unhelpful for people wishing to visit town centres in the evening.	It's particularly important to protect the green spaces in the area from Waltham Abbey/Nazeing to North Weald  There are a lot of green spaces in the north-east of the district, however there isn't much that is particularly accessible for community use.  The north-east of the district has some high quality views which are important to protect  Concern regarding the loss of green spaces such as school playing fields in the Loughton area.	Need for linkage between public transport / homes in order make sure people can access community facilities  Increasing demand for a better network of shared resources with allotments	Debden/Waltham Abbey – particular shortage of affordable housing  House prices are lower in Harlow  Important to have affordable housing to keep younger people in the district and reduce the impacts of an ageing population	Need for jobs for young people in rural areas  Need for employment closer to where people live	Need for life-time homes that are located within easy access to community facilities  Need for a mixture of houses with gardens and flats	Need to reduce the need to use of cars in rural areas – creates pollution and congestion wastes people's time  Rural single lane roads are being over used  Direct link with high level of commuters  Potential for a park and ride system  Congestion is particularly bad around Roydon station	There is a good level of shops and restaurants in the district  Need to encourage High Street multiple retailers to town centres  Waltham Abbey town centre has suffered decline  Shop rents and parking issues are the major barriers for local retailers
JP/AW	Re-open Epping-Ongar rail link  Need to improve access to North  Weald airfield  Need to improve parking at stations	Need to protect use of brownfield	Need to a secondary school in Ongar There are school issues in Epping	Need to consider the mix of housing on estates (e.g. St Margarets)	Potential for new jobs at Langston Road Need for local jobs to discourage commuting	Consider building bungalows  Conservation areas	Particular issue in Epping and Loughton	Need for a balance of retail/non retail in all town centres
IW	Wide differences in public transport accessibility in different parts of the district  Lack of information about community transport to pick up the elderly from their homes		Need for medical services to be more locally available	Need to retain small and rural affordable housing	Some demand for local jobs rather than London  Need for decent training opportunities	Need mix of all types of housing  Need to protect bungalows  Over supply of large housing, need to provide more smaller properties		Need for clothes retailers in Epping  Cheaper parking would make town centres more competitive with Harlow
LM/SK	Issues with commuter parking Not enough residential parking available High rail prices encourage people to use the tube Support extension of central line to North Weald/Ongar	Support the idea of specific designations for protecting local green spaces  Need to protect the green belt  Unused farm land could be used as parks	Need for more facilities for young people. E.g. The Box, skateboard parks  Need for commercial leisure facilities – e.g. a cinema at Langston Road?  Concern that current local service infrastructure will not support further growth e.g. A&E	Consider there is significant problem with young people unable to afford to buy  Identified the importance of using evidence to assess the need for affordable housing	Consider that local transport improvements are key to delivering local jobs	Identified the importance of using evidence to assess the need for different housing types	Parking is a problem throughout the district  Particular congestion problems on Loughton High St and accessing theM11	Need to encourage local shops  Reducing car parking charges would help boost local retail  View that growth in restaurants has meant there are fewer shops in the district  Waltham Abbey town centre identified as suffering from decline

#### Community stakeholder workshop 30 November 2010

Workshop 2: What sort of approaches should be taken when it comes to deciding where to locate growth?

Group facilitator	Around/within existing towns	Close to public transport links	Close to the motorway network	Concentrated in one existing settlement	New settlements in the countryside area	Near the edge of Harlow	Spread throughout the existing settlements	Combination of all these options
KH/KP	There would be market demand  In favour of using sites within towns, preferably brownfield  Against high rise development	Potential to develop around a reinstated Epping-Ongar rail link  Potential to develop around a Stansted/Chelmsford rail link  Understand that the rail network is saturated at present	Not supported as consider traffic congestion levels already to high.	Potential for this option although the character of a large area of new growth would evolve slowly.	Issues with traffic congestion growth would cause  Would require a new infrastructure  Concerns about loss of green belt  Could work if new jobs in the area were also provided  Need to provide high speed broadband in these areas	Generally, this option was not supported  Considered that Harlow was designed to sit within its present valley  There may be some space available along the Sumners/Redeline edge.	This idea was supported with the assumption that there would be different size developments in different areas, as appropriate.	General view that 'balance is a good thing'
JP/AW	This option was supported where appropriate	This option was supported	Considered to be a possibility although not strongly supported	Not supported	Not supported	Considered to be a possibility although not strongly supported	Supported where brownfield land is used and where there is only limited development in villages	Considered to be a possibility although not strongly supported
IW		Concern raised over the capacity of the Central Line	Potential for growth here with an M11 Junction	Potential to concentrate in and around North Weald as close to road networks	Mixed views on satellite Church Langley somewhere in the district  Satellite settlement in the Sheering area – close to Harlow and M11	Consider North Weald	View that villages need additional housing	Support one new settlement with additional housing around the district
LM/SK	Support on the understanding that well designed flats are built at higher densities in order to help retain green spaces in towns	Consider existing bus links to unreliable to be a driver for growth	Consider existing bus links to unreliable to be a driver for growth	Ongar identified as a potential location for expansion if infrastructure to support it is provided  North Weald airfield was identified as a potential growth area  The outskirts of Waltham Abbey were identified as a potential growth area	The development of North Weald airfield was discussed	Consider extensions to the south, west and east of Harlow  Feasibility dependent on road links being built	Consider this option was the most likely to occur	Concern that housing spread around the district will not work as it would not be feasible to make the necessary infrastructure improvements

#### Waltham Abbey Community Workshop 7 December 2010

Workshop 1: What are the planning issues affecting your local area?

Group facilitator	Access to public transport	Green spaces	Community facilities	Affordable housing	Local job opportunities	Variety of housing types	Traffic congestion	Shops and restaurants
JP		Green spaces are of value to wildlife	Library facilities are good  Concern about closure of some health facilities	Affordable housing was identified as an important issue	Concern that recent new jobs created by Tesco and Lidle haven't all gone to local people  Concern that there have been no new jobs for local people created by the Olympics	New developments should provide more parking	Congestion is a problem in the crooked mile area	Concern that smaller shops have shut
SK	Bus services are not frequent enough	Need to keep green spaces and not build on them  Would like more local wildlife sites	Would like a full time police station  Need for more school and local health facilities – concern that these are being lost	Affordable housing should be offered to local people first	Business rates are too high and cause local businesses to close	There is no need for large houses  Do not want any more sites for gypsies and travellers	Major daily traffic congestion  Accidents on M25 frequently cause gridlock in Waltham Abbey	Business rates are too high and cause local shops to close  Need a greater variety of shops  Allow for temporary use of vacant retail units – e.g. street art
КР	Young people are most dependent on bus links  Need to address public transport access when consider growth	Important to protect the greenbelt	Regeneration/upkeep of community facilities should link with other areas of infrastructure provision  Young people would like a cinema	There is a significant need for affordable housing  Better transport links are key in providing housing growth  It is important to give young people a chance to get the housing they need	Assess local needs/businesses and supply what is needed  Consider revising business rates		There is some congestion  Lorries from M25 effect traffic con Honey Lane  Need for a traffic impact/safety assessment	
AW	Buses/trains not integrated School bus service inadequate	Particular areas to protect:  Epping Forest Coin Meadows Fishers Green Lea Valley Park	Nazeing is in particular need of improved community facilities  Public amenities are not accessible	Favour integrated housing communities  Traveller sites could be incorporated into community housing  Build on flood relief channels	No transport at Hoddestno employment area High industrial rates/rents	Need for a mix of housing types to accommodate all	HGV traffic a concern on B194  Some roads are not fit for purpose  Concern about parking on pavements in Waltham Abbey	Sun Street could be a place for tourist shops  Need for niche shops to differentiate from the High Street  High business rates are an issue

## Waltham Abbey Community Workshop 7 December 2010

## Workshop 2: What sort of approaches should be taken when it comes to deciding where to locate growth?

Group facilitator	Around/within existing towns	Close to public transport links	Close to the motorway network	Concentrated in one existing settlement	New settlements in the countryside area	Near the edge of Harlow	Spread throughout the existing settlements	Combination of all these options
JP	Possibilities for growth around Waltham Abbey	Important for jobs and new homes to be near public transport links	Important for jobs and new homes to be near the motorway network	Concern about the loss of green belt that would occur	Concern about loss of green belt, topography and lack of infrastructure	Consider that this is a possible location for growth	There is limited opportunity for this within Waltham Abbey	
SK	Suitable for employment growth but not housing	Appropriate for low level housing growth  Good location for employment growth	Appropriate for employment in order to cause less disruption to town centres	Suitable for employment growth but not housing	Not appropriate as majority of countryside is greenbelt.  Need to conserve these areas	Good location for housing and employment growth  Infrastructure provision will support	Employment would be welcomed throughout existing settlements	
		Can help reduce traffic congestion				growth better than it would in Waltham Abbey		
KP	This is an option	Particularly good for affordable housing		Not supported	Potential option where there are sites that are appropriate and been previously developed	Not supported	This option is the most appropriate	

**Loughton Community Workshop 2 December 2010** 

Workshop 1: What are the planning issues affecting your local area?

Group facilitator	Access to public transport	Green spaces	Community facilities	Affordable housing	Local job opportunities	Variety of housing types	Traffic congestion	Shops and restaurants
KH/AW	Public transport service is dependent on the Central Line, which is already at capacity and passenger numbers can't be increased  Concern about growth putting more pressure on the Central Line  No bus service link with Stansted airport	Concern about encroachment of the green belt with recent planning applications  Consider that there should be no development anywhere in the green belt  Brownfield sites in the green belt are appropriate for development  Important to protect urban spaces, parks, villages, greens – add to quality of life	North/south divide within the district in terms of hospital access  Pressure on primary and secondary schools as well as higher education services	Consider that affordable housing is unnecessary as there is no need to encourage younger people to stay in the district	Many local job opportunities are low paid retail jobs  Against the conversion of industrial areas to retail	Family housing is needed – 2-4 bedroom properties  Do not wish to see any more flats built	There are too many cars  Concern about environmental impact of traffic on Epping Forest  Epping Forest also suffers from noise pollution	There should be no licenced premises in operation after midnight  Important to retain key retail frontages as in the current Local Plan  Loughton town centres is saturated with bars and restaurants  Buckhurst Hill has a good mix of restaurants and shops
KP/SK		Protection of green spaces is vital  A practical approach to retaining green spaces is needed when we need new roads/housing  Access to green space is important	Would like a cinema and theatre facilities in the local area  The library needs enhancement	There is a lack of housing available  Rise in demand for housing for people with special needs – e.g. dementia  Need for functional homes where people can live with limited support as well as care homes with full-time attention	Local jobs for young people would make the area an inviting place to work	Need to provide housing for families and young people  Need for new housing models	This is a significant issue with large volumes of commuters using Loughton station  Children not walking to school is a significant cause of traffic congestion	There is a good balance of shops and restaurants in local town centres  Need to maintain a variety of small shops and high street retailers

## **Loughton Community Workshop 2 December 2010**

Workshop 2: What sort of approaches should be taken when it comes to deciding where to locate growth?

Group facilitator	Around/within existing towns	Close to public transport links	Close to the motorway network	Concentrated in one existing settlement	New settlements in the countryside area	Near the edge of Harlow	Spread throughout the existing settlements	Combination of all these options
KH/AW	Appropriate within certain towns such as Waltham Abbey and Fyfield	The central line is at capacity and there should be no more development nearby  It would be a good option if the Central Line was not saturated	This option would encourage people to commute by car	Potential for this in Waltham Abbey if it is near to a station	Not in favour of this approach due to loss of green space and congestion/requirement for new road building  Would increase environmental damage	Appropriate in certain areas around Harlow that are less environmentally sensitive to development	This approach would be suitable for a very low level of growth in villages	This option was not supported
KP/SK	Appropriate for housing growth	Support office employment near public transport	Support this options for employment				This option is the most suitable	

#### **Technical Stakeholder Workshop 16 December 2010**

## Workshop 1: What are the planning issues affecting Epping Forest district?

Group facilitator	Access to public transport	Green spaces	Community facilities	Affordable housing	Local job opportunities	Variety of housing types	Traffic congestion	Shops and restaurants
JP/SK	Tube access creates a dormitory situation is some villages  Need for public transport for schools – causes significant congestion at present  Install a cycle track / public right of way / horse path along Epping-Ongar rail line	Green belt makes it difficult to find housing sites  There are problems associated with securing deliverable sites for affordable housing	Potential for neighbourhood developments to create housing support under-used community facilities – the only viable way villages will survive  Facilities have to be viable and need customers  Allow housing development in order to get a village shop	This is a crucial issue – particularly in rural areas  There is a growing need for affordable housing  Other Local Authorities have identified certain villages for growth to provide affordable options  New 'Right to Build' programme likely to be very difficult to deliver	Need development to create jobs  Employment in rural areas would mean local services would be better used	Need more 1 bed flats and for them to be more affordable  There are a lot of 2 bed flats and enormous houses.  Smaller properties are the best way forward  Permitted development rights have removed some control from the Council	School buses will only reduce congestion if compulsory for all children	There are too many food outlets and charity shops.  Vacancy rates are not bad but most town centres are still vulnerable  Buckhurst Hill has a particularly high turnover of shops
KH	It is difficult to get access to public transport which impacts on the potential to build sustainable housing  There are no public transport links to Lea Valley Country Park  Closure of Ongar on the Central Line – would be relatively low cost to reopen  The district is in between two major rail lines into London making it isolated and car dependent	The green belt has become a blunt instrument  There is potential to adjust the green belt and the need for a more common sense approach  The area around Ongar would particularly benefit from green belt adjustment  Would allow for more windfall opportunities	There has been a loss of community facilities as house builders don't have anywhere else to go  There is a lack of recognition when it comes to Lea Valley Park	There is a lack or realistically priced housing in rural areas  Cost of development in the district is very good value relative to other areas outside London	It is vital to encourage the provision of employment land  Consider benefits of employment around the white water centre  Need to cut pressures created by commuting	We need a variety of housing types  Mixed communities should be developed	Not all developments require car parking	Offer of shops and restaurants needs to grow in order to serve the local population
AW	Concern that the Central Line is already at capacity  Loss of public transport in rural areas	Harlow may be less sensitive to development than other locations	Need for child care  School provision is an issue  Need for integration between public transport / pedestrian and cycle routes	There are tensions between the need to provide affordable housing and the green belt policy  May need to consider exceptions to building in the green belt in order to deliver affordable housing	The proximity to London makes the balance between local jobs and commuting difficult  Need to make sure the right jobs are available	If using all PDL – high density	Congestion is a problem is there is an accident on the motorway  There are significant congestion hotspots  The sheer volume of traffic means there are few options for reducing congestion	Harlow and other centres are a big draw in the northern part of the district  Potential for joint working and using facilities in other locations

## Technical Stakeholder Workshop 16 December 2010 Workshop 2: What approaches should be taken when it comes to deciding where to locate growth in Epping Forest district?

Group facilitator	Around/within existing towns	Close to public transport links	Close to the motorway network	Concentrated in one existing settlement	New settlements in the countryside area	Near the edge of Harlow	Spread throughout the existing settlements	Combination of all these options
JP/SK	Infill and brownfield development is most preferable, nationally as well as in the district  Might have to be higher density but this should be in relation to the local area  Need to protect green spaces within urban areas	Need to keep bus routes open – vicious cycle of bus routes closing because there isn't enough residents to support them  Need a cycle network, consider the Epping-Ongar link	Consider that the whole district is close the motorway  This is more important for employment growth than residential development	This is possible and a benefit would be that the growth would provide the infrastructure required	Not in favour of this option = urban areas are already desnse and there is a need to protect spaces	Uncertain regarding the status of EEP	Should consider 'pepperpotting' in existing settlements.  Growth should be proportionate to the size of the existing settlement and to meet local need	Favour a combination approach
КН	There are currently windfall sites in existing towns but they are restricted.  Green belt should be altered to allow growth on the edges of towns where appropriate  Towns appropriate for growth are Waltham Abbey, North Weald and Ongar	Need for employment growth near public transport links to discourage commuting – need to understand what businesses would be viable	Waltham Abbey would be a good location	Not a good idea as would put too much pressure on infrastructure	Do not support this option as there would be a lack of infrastructure and community facilities	Do not support this option  Consider that the M11 is already at capacity	This could work in Waltham Abbey, Ongar and North Weald Jobs and infrastructure to support increased growth would be required	
AW	This could work within the main towns or adjoining them	Central Line is at capacity and only goes in and out of London  Bus services provide a lot of choice and it's difficult to provide viable services  Main line rail has capacity issues and could be improved with new trains	Growth may be a good idea near to motorway junctions, however junctions are not well located so there are few options here	A critical mass would be needed to provide the infrastructure for this – perhaps 5,000 units minimum		This is a significant option to provide balance  It is politically acceptable to grow Harlow	Will only work if the critical mass required for service provision is provided  Need different approach for rural areas	