

APPENDIX – consultation responses

Please note – The numbers given in the Yes/No/Comments only boxes below are the number of people who responded to that particular question. As para 8 of the main report points out, taking account of duplicate responses, a total of 5,989 people responded overall to the consultation, although the actual number of responses varied widely with individual questions. The percentages below are calculated on the number of responses to individual questions – some may not total to 100% because they are mostly rounded to zero decimal points.

Introduction, Vision & Aims (questions 1 to 2)

Q1	<i>Do you consider that the change in scope of the Local Plan has been clearly explained?</i>
Yes	731 (34%)
No	1404 (66%)
Comments	This question was aimed at the change from preparing a Local Development Framework (with the lead document being the Core Strategy) to a full Local Plan. The Core Strategy would be limited to strategic issues and would be supplemented by later Development Plan Documents including land allocations and development management policies. The Local Plan will incorporate all these issues as a single document. This was outlined in paras 1.3 and 1.4 of Community Choices, but it is clear from the responses made to the question that the explanation was inadequate. The main issues raised by those who responded “no” are: (i) reliance on internet access and difficulties with the website; (ii) the consultation document and questionnaire being over complicated and not user-friendly, with several criticisms about jargon; (iii) diagrams being “poor quality” and lacking detail to be able to identify specific areas; (iv) insufficient attention being paid to brownfield sites and areas beyond the Green Belt or in London with the general comment that the sites included in the consultation are too limited; (v) inadequate information or notification about the consultation; (vi) no reference to the Localism Act and the implications of “localism”; (vii) more discussion needed about the district’s wider role in the region, and particularly its relation with London, to enable greater understanding about the most sustainable locations for growth; (viii) no regard has been paid to the Duty to Co-operate or to adjoining areas other than London; and (ix) commentary on settlements should include consideration of constraints and opportunities as well as physical profiles. Other concerns raised include: (a) insufficient attention being paid to infrastructure needs including road capacity and education; (b) the role of the NPPF and the changes in regulations being inadequately explained; (c) the question itself being unclear – ie what was meant by “scope” as this term was not used in the text or any heading; (d) inaccessibility of evidence base reference documents; (e) the consultation simply being an exercise to justify over 10,000 houses in the Green Belt; and (f) no real detail on the impact on the natural and historic environment.

Q2	<i>Do you think the vision and aims are the right ones for Epping Forest District?</i>
Yes	589 (19%)
No	2537 (81%)
Comments	Very strong opinions were expressed about any development in the Green Belt. Almost as frequently the Council is being strongly encouraged to develop all brownfield sites (within and outside the district) before any Green Belt land is taken. The responses reveal a lot of concern that the use of Green Belt land for development is contrary to the outcome from the Community Visioning exercise where protection of green spaces was identified as the key aim, ie the wishes of the community are being ignored. Other issues raised include: (i) the vision and aims need to be bolder and more clearly interlinked – they sit rather separately and it is not clear how potential conflicts would be tackled; (ii) the first aim should support policies that secure the strongest possible protection of Epping Forest and its associated Buffer Land, together with its 1882 Arbitration Award responsibilities; (iii) the aims should encourage the development of a robust, extensive interlinked green infrastructure (as defined by Natural England/Campaign to Protect Rural England) to ensure protection for Epping Forest and other key sites, providing benefits for people and wildlife. The environmental and social benefits the Forest brings to the district and its residents, along with responsibilities under the Natural Environment and Rural Communities Act 2006, are undervalued; (iv) concerns about infrastructure capacity, especially traffic, parking, education, leisure and health; (v) a better alternative being the re-use of the very significant number (74,000) of empty homes in Greater London; (vi) the development of New Towns to deal with the household projections; (vii) concern about making provision for development pressures from London and not the district's needs; (viii) the need to restrain urban sprawl from London; (ix) the aims of the Plan should better reflect paras 14, 15 and 47 of the NPPF – ie positively seek opportunities to meet development needs, provide for flexibility, reflect the presumption in favour of sustainable development, significantly boost the supply of housing, and provide a choice of type, size and tenure; (x) there should be slightly more emphasis on economy/business and slightly less on housing; (xi) growth should be on a much more limited scale, designed to enhance the environment for residents and visitors, and not to fulfil the diktats of misguided Central Government policy; (xii) the need for joint working and co-operation to address larger than local issues; (xiii) no recognisable reference to safeguarding social inclusion through adherence to principles of inclusive design and no attempt to establish what constitutes “high quality” design (NPPF para 57); (xiv) no reference to NPPF requirement (para 17) to support local strategies to improve health – important for the Council, particularly in terms of urban planning, to set out its commitment to the anticipated Joint

	Health and Wellbeing Strategy; (xv) significance of Lee Valley Regional Park is not adequately reflected – proposals are presented that are inconsistent with the Park Plan and the opportunities for tourism and recreation developments, notably around Waltham Abbey, are not mentioned; (xvi) the vision and aims should seek to positively meet the challenge of improving access to services for existing and future residents; and (xvii) the wording of the vision and aims seems at odds with current planning guidance – it is more appropriate to say “To encourage appropriate levels of growth to provide the housing, employment and social needs of the district whilst protecting and enhancing green spaces” or “To protect and enhance the Green Belt while identifying the least sensitive areas to provide opportunities for sustainable growth to meet identified needs.” Questions were also raised about the definition of “sustainable growth” and “inclusive communities”.
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Green Belt, Landscape, Biodiversity & Built Heritage (questions 3 to 11)

Q3	<i>Have the relevant issues for the Green Belt and landscape for the district been identified?</i>
Yes	712 (23%)
No	2372 (77%)
Comments	As with Q2 the vast majority of responses object to the principle of any development in the Green Belt and demand that all brownfield sites are used before any Green Belt land is released. The approach lacks consistency – ie the first aim in para 2.60 is immediately contradicted by the stated need to release Green Belt land. Concern was also expressed that it would be difficult to “hold the line” if the boundaries are altered, even if the case can be made that the preparation of a new plan amounts to exceptional circumstances. Many other issues have been raised as answers to this question. Relating to the Green Belt first: (i) the release of GB land has been prejudged, so the consultation is purely cosmetic, and the release is for London growth and not the current needs of the district; (ii) Green Belt closest to London is the most important as its original purpose was to prevent London sprawl; (iii) control of unrestricted sprawl should apply to all built-up areas, villages and hamlets and not just the conurbations and larger towns; (iv) the GB is also under pressure from appropriate uses, eg through re-modelling of the landscape; (v) there should be more recognition of the importance of the GB for recreation, informal recreation (eg dog walking and horse riding), health and well-being; (vi) insufficient attention has been paid to the positive enhancement of the GB (para 81 of the NPPF); (vii) new boundaries for the GB should be defensible <u>beyond</u> 2033; and (viii) the review of the GB is supported to ensure that future development is sustainable. A significant number of suggestions were specifically made for additions

	to the bullet points in para 3.14 of Community Choices - the main issues for the Green Belt, and the natural and built heritage of the district as identified by the Council. These are addressed below in a general round-up of the other issues raised in answer to the question: (a) the need to protect and enhance green spaces within built-up areas; (b) the need to give effective protection to Local Wildlife Sites and greater recognition for the value of ecological corridors, including between the Lea Valley and Epping Forest; (c) the negative impact of housing development on rights of way; (d) the need to protect built heritage, the unique nature of each of the settlements and townscape character; (e) the need for more designated conservation areas; (f) the importance of agriculture and food production – use derelict greenhouses rather than open farmland; (g) inadequate consideration being given to infrastructure needs and the implications of new development, especially transport, health and education facilities. Amend aim 2 to say “to secure and manage” – this should ensure development proposals identify and mitigate impacts on existing infrastructure. Amend aim 3 to include “infrastructure”; (h) schools should not be moved to the outskirts of settlements; (i) facilities for sports activities should be protected and improved; (j) growth should be concentrated in the major conurbations of Harlow, Loughton and Waltham Abbey where there are better employment opportunities and sustainable transport infrastructure away from the pressurised Central Line – other areas suggested include North Weald Airfield (and another two un-named airfields), Debden Broadway, Grange Hill, Luxborough Lane (Chigwell), and East End Farm, Roydon; (k) growth within rural communities is best met by long-term consideration of windfall gains and infill development; (l) there should be ring-fencing and prioritising of affordable housing in local rural communities; (m) the Settlement Edge Landscape Sensitivity Study combines two distinct policy areas that do not result in a robust assessment; (n) landscape needs to be a key consideration in any proposal for development – it is integral to the local character and value of the district’s countryside; and (o) “landscape scale” is used but not defined, but Epping Forest and the Lea Valley together are an area of landscape scale; (p) insufficient attention has been given to (i) economic impact on tourism; (ii) social impact on residents who moved to the area because of the green spaces; (iii) industrial impact of local business; (iv) increased CO₂ emissions from new development; (v) increased pollution, demand on water supply and volumes of refuse; (q) commercial areas should be retained as such and not converted to housing; (r) concerns about too much jargon; and (s) there is a need for closer consultation with residents.
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Q4	<i>Have the relevant options for addressing the identified issues for the Green Belt and landscape been identified?</i>
Yes	541 (18%)
No	2510 (82%)
Comments	Concern about any development in the Green Belt before all brownfield options have been exhausted is again the very dominant theme of the responses to this question. The Green Belt should be assessed to ensure that all brownfield land has been identified. There is some criticism that the approach ignores the Community Visioning results, with some concern focusing on London sprawl and the suburbanisation of settlements close to the boundary. There is similar concern about the Harlow boundary and the implications for Sheering, Lower Sheering and Roydon. Mention is made of the re-use of unused and vacant employment plots including derelict glasshouse sites in Nazeing, Roydon and Waltham Abbey, but there is a recognition that some of these at least are too dispersed to be suitable for housing. Some strategic options are suggested – eg more New Towns (outside the district) or new rural settlements or villages in open countryside within the district along the lines of Cambourne in Cambridgeshire. Other locations such as Stratford are mentioned as are the thousands of empty homes in south-east England. Locations within the district include North Weald Airfield, Abridge and Thornwood. Modest eastward expansion of North Weald is proposed to help fund repairs/management of the Redoubt. Greater co-operation with adjoining authorities including Essex CC is encouraged to identify whether some of the district's needs can be allocated elsewhere. There is no support for moving schools to the outskirts of settlements or for the development of urban green spaces and the use of Local Green Space designation powers is suggested as is the protection of school playing fields. There is support, and some advice, for the 1st bullet point of the Green Belt options in Community Choices (para 3.15) – ie “release land around some settlements to accommodate identified need for population and employment growth, while maintaining the overall character and openness of the countryside.” Green Belt boundaries around the district's best served settlements should be amended to ensure short to medium term further releases of Green Belt land will not be required. Equally there is criticism that this directly conflicts with the first purpose of including land in Green Belts, ie preventing urban sprawl. There is a need also to consider safeguarding land for development needs beyond the period of the Local Plan. There is concern that inadequate attention has been paid to infrastructure needs – current and future with health, school capacity and traffic congestion being specifically mentioned. The options do not adequately address (i) the unique character of the district, (ii) maintaining recreational access to the countryside, and (iii) its landscape and wildlife features.

	There is criticism that Community Choices makes no reference to para 79 of the NPPF, ie permanence and openness of the Green Belt. The Council should ensure that the Green Belt that protects the context and setting of Epping Forest and its buffer land should be maintained. Areas on the edge of the Forest need special design attention and the options should address the issue of atmospheric pollution from road traffic through the Forest. The options fail to demonstrate the benefits that development can bring. Greater use of local councils, who know their area, in decision-making is encouraged. A small number of responses replied “None of the options” – leave things as they are.
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Q5	<i>Which of the options do you prefer?</i>	
	<i>NB - The numbers take account of the fact that some respondents expressed a preference for more than one option. The percentages are calculated as a proportion of the <u>total</u> number of responses to this question (14,293), ie including all the preferences submitted by respondents.</i>	
A	Release land around some settlements, whilst maintaining the overall character and openness of the countryside.	441 (3%)
B	Identify strategic Green Belt gaps to prevent towns and villages from merging.	2071 (15%)
C	Identify the features of the landscape of the district that are integral to local character and the openness of the countryside, alongside promotion of beneficial uses in the Green Belt.	1709 (12%)
D	Investigate the potential for the relocation of some uses (e.g. schools) to land on the edge of settlements to free up urban land for development.	463 (3%)
E	Investigate the potential for the development of some urban green spaces, or parts of them, in association with replacement of the space on the boundaries of settlements.	493 (3%)
F	Determine the amount of previously developed (brownfield) land within urban and rural areas that might be available for development.	1982 (14%)
G	Assess the potential for different approaches to management of urban open spaces in the interests of recreation, health and biodiversity with options for action where appropriate.	1208 (9%)
H	Ensure adequate provision is made for the eventual replacement of mature trees on development sites.	889 (6%)
I	Review the outcomes and effectiveness of existing Tree Strategies.	2441 (17%)
J	Prepare and implement a district-wide “green infrastructure” strategy, which will include biodiversity, habitat improvement, landscape, tree management and public access.	2596 (18%)

Q6	<i>Proposed Strategic Green Belt Gaps have been identified across the district. Do you consider that these are in the right locations?</i>
Yes	203 (6%)
No	3164 (94%)
Comments	A number of comments refer to all Green Belt land being strategically important. There are also a large number of suggestions for different strategic Green Belt gaps.

Q7	<i>Have the relevant issues for enhancing biodiversity in the district been identified?</i>
Yes	312 (11%)
No	2609 (89%)
Comments	Not enough emphasis on the protection of wildlife sites, hedgerows and protected trees. Biodiversity will be negatively impacted by additional development. There is not enough recognition of the role that Epping Forest and its buffer land play in biodiversity.

Q8	<i>Have the relevant options for addressing the identified issues for enhancing biodiversity been identified?</i>
Yes	294 (11%)
No	2413 (89%)
Comments	A frequent comment was that there should be no development on the Green Belt because this affects biodiversity. There was a request to emphasise the value of local wildlife sites and assess how these can link in with schemes such as the Living Landscape. The Council should consider green corridors/pathways/cycle ways and encourage joined up approaches to land management with major landowners It may be that biodiversity could be enhanced by reducing the emissions from cars and power generation. The most common response is that biodiversity is not mentioned in paragraph 3.15 (explained in para 26 of the main report).

Q9	<i>Have the relevant issues for protecting and enhancing the built heritage of the district been identified?</i>
Yes	1045 (53%)
No	909 (47%)
Comments	A slightly higher percentage of respondents agreed with the issues raised than disagreed. A number of people considered that conservation areas were a particularly valuable tool in achieving this although it was felt that reference to the proposed Theydon Bois conservation area should have been included.

	There was also significant concern from a large number of respondents that the potential level of housing growth would impact negatively on the character of historic market towns and villages, particularly in relation to Chigwell. While it was recognised that the district contains a large number of nationally designated listed buildings, there was concern that locally important assets such as North Weald Airfield and numerous historic buildings were in danger of being lost due to a lack of formal protection.
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Q10	<i>Have the relevant options for addressing the identified issues for protecting and enhancing built heritage been identified?</i>
Yes	286 (19%)
No	1247 (81%)
Comments	The majority of respondents felt that the options presented would do little to ensure that the district's built heritage was protected and that the potential level of growth would harm the historic environment. Many respondents considered that the best way of protecting heritage assets was to restrict the amount of growth in towns and villages and, in particular, avoid locating new development within existing Green Belt areas. It was also noted by a number of people that the content of Village Design Statements should be taken into account when considering options for development.

Q11	<i>Which of the options do you prefer?</i>
	<i>NB - The numbers account for the fact that some respondents expressed a preference for more than one option. The percentages are calculated as a proportion of the <u>total</u> number of responses (11,855) to this question, ie including all the preferences submitted by respondents.</i>
A	Continue to prepare conservation area appraisals, including monitoring their implementation and effectiveness. 2672 (23%)
B	Try to ensure that new development respects the setting of conservation areas in terms of design, materials and layout. 1502 (13%)
C	Monitor the effectiveness of policies which protect locally listed buildings. 2386 (20%)
D	Establish a regular review of locally listed buildings. 2769 (23%)
E	Establish a means of monitoring and reviewing the effectiveness of policies in relation to scheduled monuments. 2526 (21%)

Housing targets (questions 12 to 14)

Q12	<i>Are the range of housing growth options the right ones for Epping Forest District?</i>
Yes	435 (13%)
No	2909 (86%)
Comment only	40 (1%)
Comments	Of those who answered "no", the most common issue raised was that they thought the projected growth was overestimated, partly because (a)

	projections should not be relied upon as no-one can really know how the population will change, and (b) the district should not have to provide housing for in-migration. However, many respondents also stated that there was “no recognition of pressure from London growth”. Chigwell Residents’ Association and Chigwell Parish Council presented their own assessment of likely population growth, based on growth between 2001 to 2011, and the ‘net-nil migration’ population forecast. Their assessment queried the effect of net migration over the period between the two Censuses. Many respondents also commented that the growth in “indigenous” residents was unlikely to be high, implying that this group is the only one that the Council should plan to provide housing for. In the same vein, many responses requested affordable housing for “local people” only. A large number of respondents said that homes should be built outside the district in various locations, most commonly Harlow, Stratford/Olympic Park, Leytonstone or Enfield. A smaller proportion felt that growth in such locations outside the district was more appropriate due to there being more jobs in those areas. Many residents questioned the population projections on the basis that as the district’s population was older than average, the rate of growth in population should be lower. Some felt that a growth in housing would actually cause more commuting due to a lack of jobs in the area. A large number of responses stated that there was a lack of sufficient infrastructure for housing growth, and that such growth would increase traffic and cause further congestion. Some of the responses were concerned about the impact of housing growth on the Green Belt, and some felt that there should be no growth at all. Some respondents wanted development only on brownfield sites. Of those who answered “yes” to this question, many stated that option ‘C’ (for 6,400 homes over the plan period) should be considered the maximum option.
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Q13	<i>Should the range of potential housing targets be higher or lower than suggested?</i>
Higher	32 (1.0%)
About right	19 (0.6%)
Lower	3241 (97.2%)
Comment only	44 (1.3%)
Comments	Most respondents did not offer qualifying comments along with their answer. Of those who did, many simply said “much lower”.

Q14	<i>What are your reasons for your answer to Q13?</i>
Comments	For those who answered “lower”, the most common reason given was lack of, or impact on, infrastructure and services. Many respondents specifically mentioned health services in this regard, including GP surgeries and hospitals. Many respondents again questioned the population forecasts, stating that they were too high. Slightly less frequent reasons for saying “lower” included impact on (i) nature reserves and natural areas; (ii) flood risk; (iii) ancient landscapes; (iv) schools and education; (v) the Green Belt and (vi) sewerage infrastructure. Many respondents wanted the ‘windfall allowance’ to be extended beyond 5 years to the entire length of the plan. Other reasons given were likely pollution, traffic and congestion, impacts overground and London Underground trains, and noise. Some respondents stated that the Council should work more with other authorities on housing growth, implying that new growth should be located outside of the district. For those who answered “about right”, the most common reason given was that higher targets would be unsuitable, but lower targets would risk the Local Plan being found unsound. For those who answered “higher”, the main reasons given were the need to comply with national planning policy, housing need, the fact that the East of England Plan figures were based on evidence and had been through Examination in Public, and the need for affordability of housing.

Jobs targets (question 15)

Q15	<i>Are these job growth options the right ones for Epping Forest District?</i>
Yes	136 (5%)
No	2557 (93%)
Comment only	66 (2%)
Comments	Of those who answered no, the most common reason given was that further employment premises did not need to be built as derelict and vacant premises should be used. (The majority of those who gave this reason were contained within one large group response from the Waltham Abbey area). A significant proportion of responses from the Chigwell area stated that there were no job opportunities in Chigwell, and that this would mean an increase in commuting. Many respondents (from outside the Chigwell area) also stated that a lack of job opportunities locally would lead to further commuting. Other slightly less common reasons given were that (a) growth forecasts cannot be made or relied upon given the current state of the economy,

	and (b) jobs should or would be provided outside of the district e.g. in London or Harlow, and did not need to be provided in this district. In a similar way, some argued that if the district did not provide more homes, then the population would not increase and so more jobs would not be needed. A small number of respondents seemed to think that the consultation document was only suggesting creating jobs in construction in order to build housing. Some respondents did not agree with the targets being consulted on, or the split of particular uses within them. Others wanted further consideration of home working and high speed broadband, jobs in newer technologies, and planning for farming/agriculture and food production.
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Growth around Harlow (questions 16 to 18)



Q16	<i>Should growth around Harlow, within Epping Forest District be supported within the Local Plan in order to meet the growth needs of the district?</i>
Yes	3066 (91%)
No	312 (9%)
<i>If no, what are your reasons for this?</i>	
Comments	Concerns raised include loss of Green Belt land, including the possibility of Harlow merging with neighbouring villages; the impact on existing services and transport; use of agricultural land and impact on the landscape. Conversely, the high level of support was justified by good access to services, facilities & transport; provision of local jobs, and protection of Green Belt in other locations around the district.

Q17	<i>Have we identified the right potential development areas around Harlow?</i>
Yes	920 (76%)
No	307 (24%)
<i>If no, what are your reasons for this?</i>	
Comments	Respondents suggested that alternatives to the north of Harlow, and brownfield sites within Harlow should be considered. EFDC is working with East Herts DC and Harlow DC to ensure these matters are fully explored, but it is not directly within this Council's remit to make decisions on other authorities' land. Other reasons for stating that the correct potential development areas had not been identified were use of Green Belt land, possibility of Harlow merging with surrounding villages, and impact of a large number of new houses on existing communities and services.

Q18	<i>Do you support or object to development of the identified potential development areas for Harlow?</i>	
	<i>Support</i>	<i>Object</i>
HAR-A	712 (68%)	340 (32%)
HAR-B	930 (74%)	332 (26%)
HAR-C	709 (83%)	149 (17%)
HAR-D	714 (69%)	315 (31%)
HAR-E	996 (92%)	86 (8%)
Comments	Reasons for supporting or objecting to the alternatives put forward varied across the responses given. Not all respondents gave a view on each of the possible areas. For those that supported potential development areas around Harlow, this was due to the better access to services, transport and facilities that Harlow provides. This support was often qualified by a need to ensure that transport infrastructure in particular, although other infrastructure in general is fully considered and addressed as part of any growth. Justification for objections included use of Green Belt land, landscape sensitivity including development around/along the ridge to the south of Harlow, impact on existing residents in Epping Forest DC and Harlow DC areas, existing transport congestion and capacity of education and medical facilities. In respect of individual areas, HAR-A was the least favoured. It was considered to be isolated from existing residential areas, and could cause coalescence with Roydon and Jack's Hatch. Traffic congestion was raised as a particular issue in this area. HAR-B was identified as providing some regeneration benefits to the existing Sumners estate area, and could provide a logical extension to Harlow in accordance with the original Gibberd Plan. Concerns were raised, in addition to the general points raised above, about traffic congestion and the suitability of the surrounding rural roads, coalescence with Jack's Hatch & Broadley Common. HAR-C was the second most favoured of the potential areas, although	

	many qualified this with the proviso that the area should be smaller, and the landscape ridge should be protected. Concerns were raised around the capacity of the motorway junction (J7 of the M11) and the local road network, and distance from the town centre and railway line/stations. HAR-D attracted comments around it not being a suitable location for residential development, despite Community Choices stating that the Council would only consider it suitable for commercial/industrial development. There were concerns about the impact of this area on the landscape ridge, the Green Belt and transport links, particularly access to the A414. Finally, HAR-E was the most favoured potential area, with many respondents commenting that development in this area could bring a second motorway junction from the M11 to serve Harlow. This area could provide required housing development and supporting services and facilities. The support for this area was often accompanied with a caveat that the area should be smaller and/or not include the section currently within Epping Forest DC area. Further concern was raised about the potential impact of development on heritage assets in this location. (See ECC's assessment of the capacity of the site (para 45 of the main report)).
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Spatial distribution options (questions 19 to 21)

Q19	<i>Which one of the suggested spatial options do you prefer?</i>	
	<i>The numbers account for some respondents expressing a preference for more than one option. The percentages are calculated as a proportion of the <u>total</u> number of responses (2528) to this question, ie including all the preferences submitted by respondents.</i>	
Spatial Option 1	Proportionate distribution	601 (24%)
Spatial Option 2	Transport Focus – proportionate distribution	46 (2%)
Spatial Option 3	Transport Focus – equal distribution	29 (1%)
Spatial Option 4	Development away from the Central Line – proportionate distribution	383 (15%)
Spatial Option 5	Development away from the Central Line – equal distribution	365 (14%)
Spatial Option 6	Large Settlements – proportionate distribution	45 (2%)
Spatial Option 7	Large Settlements – equal distribution	28 (1%)
Comment only)	The vast majority of those who gave this option were contained within one large group response from the Waltham Abbey area – this group response did not prefer any of the spatial options and felt that “A more tailored settlement specific approach is more appropriate”.	1031 (41%)

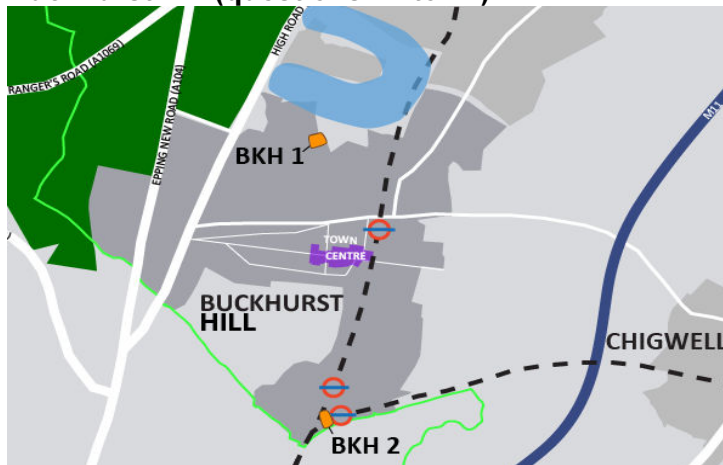
Comments	There was a clear preference for Spatial Options 1 (Proportionate distribution), and Spatial Options 4 and 5 (both Development away from the Central Line). Many of the respondents who preferred Spatial Option 4 and/or 5 were from towns or villages with Central Line stations, i.e. Chigwell, Epping, Theydon Bois, and Loughton. The Conservators of Epping Forest (City of London Corporation) were particularly concerned about the effects of increased pollution on the Forest, and preferred Spatial Option 5 (Development away from the Central Line – equal distribution) as the “least damaging of the options for Epping Forest, and the Green Arc area around it”, but stated that this was dependent on an improved transport network reaching out into the district. Thames Water preferred Spatial Option 6 (Large Settlements – proportionate distribution) in order to make the most of existing infrastructure.
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Q20	<i>Or do you consider that a combination of two or more of these options would be more appropriate?</i>
Yes	377 (51%)
No	350 (47%)
Comment only	15 (2%)
Comments	Of those who answered yes, most stated a combination of options which they preferred. Of these there were only a few combinations stated by at least 5 signatories. These were as follows: SO4 and SO5 (both away from the Central Line, proportional and equal) = 85.4% - this high percentage again reflects the responses received from the towns and villages on the Central Line. SO4 and SO6 = 3.0% SO2 and SO6 = 1.7% SO3 and SO5 = 1.7%. Other respondents who answered yes gave their own spatial options or distribution suggestions. The most common of these alternative suggestions stated that Thornwood should be treated as separate from Epping within the breakdown of the spatial options – i.e. that instead of presenting the spatial option tables with ‘Epping Lindsey and Thornwood Common’, the latter should be listed separately, and be allocated roughly 1/11th of the total growth in any table for Epping Lindsey and Thornwood Common’, on the basis that it has approximately 1/11th of the population. This suggestion was made by North Weald Bassett Parish Council, Epping Town Council and Thornwood Action Group. The only other suggestions made by at least 10 signatories were that development should be away from the central line, and a distribution focussed on infrastructure.

Q21	<i>Do you think there are any other spatial distribution patterns that we should consider?</i>
Yes	609 (63%)
No	342 (35%)
Comment only	22 (2%)
Comments	The most common suggestions made, in order of preference, were proximity to infrastructure, mainline rail stations and jobs, more development in Loughton/Debden area, treating Thornwood separately to Epping (as per question 20 answers), brownfield focus, and building some small scale development in rural areas. Other less frequent suggestions (made by less than 10 signatories) included building in small increments only, building on North Weald Airfield, creating a new settlement in the district, building outside the district e.g. in Harlow, basing distribution on a comprehensive regional transport strategy, and re-opening the Central Line from Epping to Ongar.

SETTLEMENTS

Buckhurst Hill (questions 22 to 24)



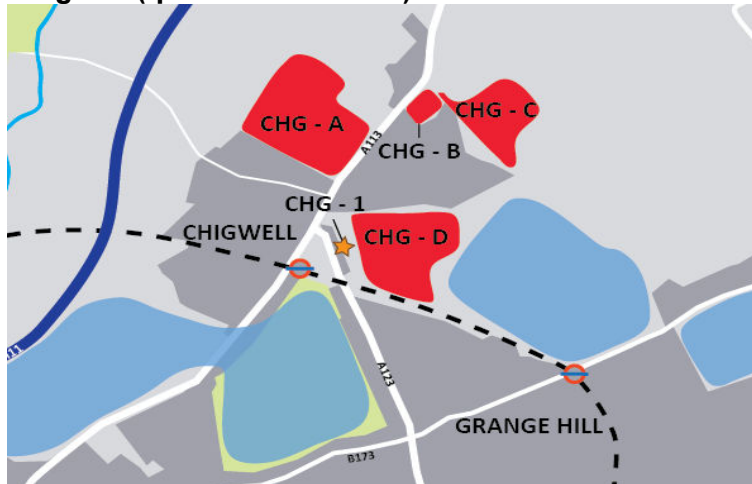
Q22	<i>Have we identified the right potential development options for Buckhurst Hill?</i>
Yes	103 (27%)
No	283 (73%)
Comments	The majority of respondents disagreed with the options presented. In general it was largely recognised that there are very few potential development sites in and around the town. However, a number of consultees expressed concern that there were fewer options identified for Buckhurst Hill in comparison to a number of other settlements in the District. Many respondents stated that they felt that the semi rural character of the town needed to be maintained and that development in the Green Belt, and in particular, the proposed strategic Green Belt gap to the north of the town should be avoided. It was also noted by a number of people that the town currently suffers from traffic congestion. Some respondents expressed a view that the majority of new

	development should be located on North Weald Airfield rather than on the edge of existing settlements.
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Q23	<i>Do you support or object to development of the identified potential opportunity areas?</i>	
	<i>Support</i>	<i>Object</i>
BKH-1	287 (75%)	95 (25%)
BKH-2	305 (83%)	63 (17%)

Q24	<i>Please give us your reasons for your answers to Q23 above.</i>
Comments	The two sites identified in Buckhurst Hill gained a significant amount of support. A number of people supported both options on the basis that they are relatively small sites which would have a limited negative impact in comparison to larger sites in other settlements. Opinion was split with regards to the principle of directing development to Buckhurst Hill. Some respondents felt that there should be no further development due to pressure on existing services and potential impact on the semi-rural character of the town, while others considered it a sustainable location for growth. In relation to BKH1, a number of respondents expressed concern about the potential impact of development on the Linders Field Nature Reserve. Others considered that the site would impact negatively on the character of the immediate area and the setting of a nearby listed building in particular. The potential impact on the proposed strategic Green Belt gap that separates Buckhurst Hill and Loughton was also raised as a concern. Of the two options, there was a slightly greater level of support for BKH2 on the basis that the area immediately surrounding the site is more built up and therefore development would have a less negative environmental impact. Close proximity to the Underground station makes the site a sustainable location according to some respondents while others felt that the current traffic congestion issues around Station Way make the site unsuitable.

Chigwell (questions 25 to 29)



Q25	<i>Have we identified the right potential development options for Chigwell?</i>
Yes	63 (5%)
No	1163 (94%)
Comments	The over-riding themes of the responses are again (i) opposition to development in the Green Belt and (ii) the need to redevelop all brownfield sites before any Green Belt land is taken. Linked to these are frequent comments about preventing London sprawl, and concern about Chigwell becoming another suburb with total loss of village character. Some comments express the need to retain farming land. Numerous suggestions are made for alternative locations for development, from the very general and strategic, to areas elsewhere within the district, to fairly specific suggestions for Chigwell itself. The first category includes towns outside the Green Belt, London, East London, Enfield, Hackney, Stratford/Olympics site, Docklands, Dagenham, Leyton, Basildon and areas along the Crossrail project. The second category includes North Weald (and the Airfield) and Ongar (to encourage re-opening of the Central Line), south of Harlow, opposite the Bank of England Works (instead of a retail park), the Lea Valley, Chigwell Row, south-east of Abridge and north-west of Lambourne End, Loughton industrial estates, land either side of the M11, and outside Chigwell near Abridge. The last category includes the end of Coolgardie Avenue, the other half of Roseland, Hill House Farm off Chigwell Road, unused fields at Chigwell School and Luxborough Lane, the vacant field which has a WW2 RAF searchlight and gun site, the golf course, waste land where it can be accessed from Lee Grove, Oaks Farm on Vicarage Lane, opposite The Jolly Wheelers, the site of the old Volvo Garage on Fencepiece Road, Chigwell Grange, Rolls Park corner to Gravel Lane, Limes Farm, the Maypole site, land on the south side of Manor and Lambourne Roads, and the Grange Farm site where the current plans are not viable.

Q26	<i>Only one potential opportunity area has been identified in this area – CHG – 1. Do you think this area may be appropriate for development?</i>	
	Yes	No
CHG-1	288 (24%)	896 (76%)

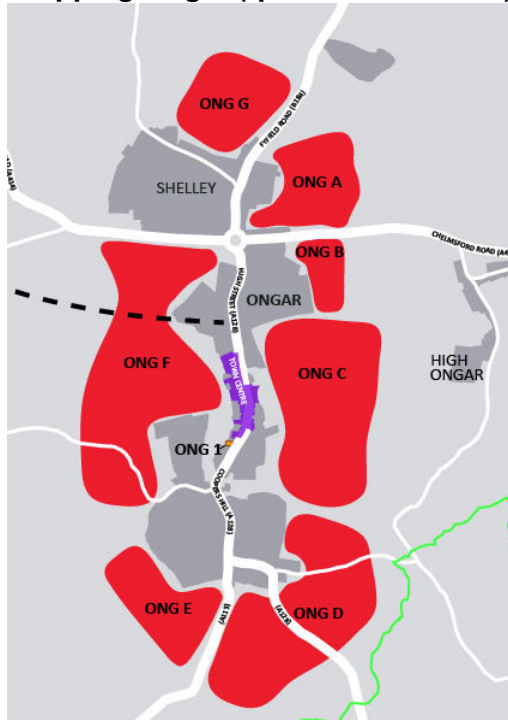
Q27	<i>Please give us your reasons for your answers to Q26 above.</i>	
Comments	The overwhelming reason for objection is again that this is development in the Green Belt. There is also significant concern about dangerous access onto Hainault Road, the loss of car parking for Victory Hall, the loss of views of the countryside from Hainault Road. Many respondents cited the bullet points presented in Q27 with a small number excluding flooding and competition with other towns. Objections were also made on the grounds of adverse impact on the setting of listed buildings on Hainault Road, and on the residential amenities of existing properties abutting or close to the site. Concern was expressed about infrastructure capacity, especially primary and secondary schools, GP facilities and road capacity. A smaller number of comments mentioned problems with water pressure in the settlement.	

Q28	<i>Do you support or object to development of the identified potential development areas?</i>	
	Support	Object
CHG – A	258 (12%)	1866 (88%)
CHG – B	273 (13%)	1845 (87%)
CHG – C	256 (12%)	1866 (87%)
CHG – D	266 (13%)	1860 (87%)

Q29	<i>Please give us your reasons for your answers to Q28 above.</i>	
Comments	CHG-A has been withdrawn from consideration by the owners and will not be dealt with further in this report. For the three remaining potential growth areas, while development in the Green Belt is again the main concern of the respondents, the lack of a wide range of adequate infrastructure and the loss of historic village character and views into the adjoining countryside are also very frequently expressed objections. Facilities or services such as schools, GP/hospital, shops, public transport (including the Central Line), public car-parking, leisure, water supply, utilities and emergency services are either currently very stretched or are not present in the area. Traffic congestion is another frequent complaint, and there is a significant lack of local employment opportunities, so if development on the scale of the potential of the three remaining growth areas were to proceed, this would simply increase significantly the amount of out-commuting, adding to the current problems. Loss of prime agricultural land with well-used public footpaths is another frequently expressed concern. More specific concerns for the three areas are: CHG-B – in Chigwell Conservation Area therefore any development has the potential to affect its character and appearance, and the setting of numerous listed buildings; close proximity to the area boundary of the Dickens Oak (in the verge of Vicarage Lane), one of the district's Landmark Trees; the area fulfils one of the purposes of Green Belts, ie preserving the setting and special character of historic settlements and	

	should be identified as Local Green Space. There is <u>very</u> limited support for a small amount of development along the High Road frontage of the site. CHG-C - area contains eleven veteran trees and is an important wildlife corridor and area of wetland; extensive development could harm the setting of the conservation area and the Dickens Oak; Vicarage Lane is narrow and already heavily used and cannot support additional traffic; should be defined as a Strategic Green Belt gap; careful positioning, design and modest scale of development could overcome some of these issues (again very limited support for this latter comment). CHG-D – the area contains ancient hedgerows and veteran trees; it is a wildlife corridor linking Brook Road wood with Hainault Forest; in its current state it is important to the landscape and heritage of the village; should be defined as a Strategic Green Belt gap; one statement strongly supporting its development has been received; is flood risk an issue with Chigwell Brook forming its northern boundary.
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Chipping Ongar (questions 30 to 34)



Q30	<i>Have we identified the right potential development options for Chipping Ongar?</i>
Yes	76 (19%)
No	335 (81%)
Comments	By far the most frequent comment was that too much development was proposed for the Ongar area. Other comments were objections to development in the Green Belt, and that (a) that there was a lack of parking and congestion in Ongar already, (b) there was a lack of public transport in Ongar, (c) development would impact the heritage assets of Ongar including the Castle, and (d)

	development would damage the character and landscape of Ongar. Less frequent comments talked about flood risk, the impact of development on the roads, that there should be no growth in Ongar, and that development would require re-instatement of the Epping to Ongar section of the Central Line. Some respondents suggested alternative sites: • Fyfield Business Park [this was not included in the Community Choices consultation document s it already has outline planning permission for redevelopment for further business use] • The Old Leca ex-works/amenity site, Mill Lane • An extension of Halsford Bridge Industrial estate (in liaison with Brentwood District Council) • The lorry park • School Road/Orchard Barn, Stanford Rivers Hall, Ongar • Garwood Meads Field • West of Shelley • South West of Ongar towards Toot Hill • South of High Ongar on either side of the road • North of Chelmsford Rd • East of ONG-A • Land adjoining the Paddock, Ongar Road, Fyfield • Wealdstead, Toot Hill Road, Greensted, Ongar
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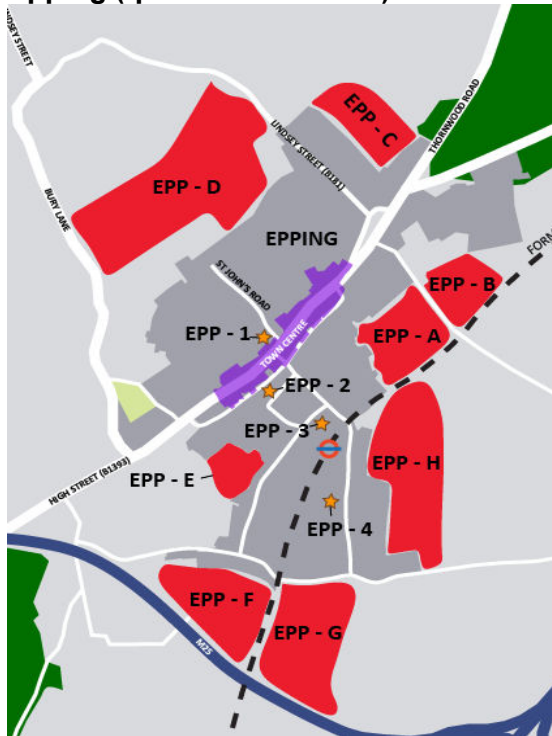
Q31	<i>Only one potential opportunity area has been identified in this area – ONG – 1. Do you think this area may be appropriate for development?</i>	
	Yes	No
ONG-1	106 (30%)	252 (70%)
Comments	Those who said no were concerned that the site was too small. There was also some concern about traffic congestion.	

Q32	<i>Please give us your reasons for your answers to Q31 above.</i>	
Comments	Of those who said no, the most common reason given was that ONG-1 was too small (the vast majority of those who gave this reason were contained within one large group response from North Weald Residents Association). Other reasons were that (i) it would cause traffic congestion, (ii) it would impact on residential amenities and services, and (iii) it would impact on the landscape and the Green Belt. Some respondents also stated that there was a lack of school places, particularly as Ongar has no secondary school. Some respondents were also concerned about flood risk, and impacts on heritage assets, utilities and biodiversity. Of those who said yes, the main reasons were that (a) it is a small site and so it would not need a lot of associated infrastructure, (b) it is within the existing town, (c) it would have little or no impact on the Green Belt, and (d) it is a brownfield site.	

Q33	<i>Do you support or object to development of the identified potential development areas?</i>	
	<i>Support</i>	<i>Object</i>
ONG – A	82 (23%)	277 (77%)
ONG – B	58 (15%)	318 (85%)
ONG – C	48 (13%)	317 (87%)
ONG – D	56 (15%)	313 (85%)
ONG – E	58 (15%)	301 (85%)
ONG – F	68 (18%)	306 (82%)
ONG – G	80 (22%)	280 (78%)
Comments	Ongar Town Council withdrew its area of playing fields from consideration – this area (the north western corner of ONG-C) will thus have to be withdrawn if ONG-C progress to the next stage of consultation. Ongar Town Council supports ONG-1, ONG-A, ONG-D, ONG-E and ONG-G, but objects to ONG-B, ONG-C, ONG-F. Great Stony Park Residents Association, which own the north western corner of ONG-B, which is part of a conservation area, have stated that they do not want their land considered for development – this area will thus have to be withdrawn from ONG-B if ONG-B progress to the next stage of consultation. High Ongar Parish Council objected to all the areas except ONG-1. The Countrycare Manager objected to ONG-E as it is adjacent to Local Wildlife Site Ep180 Kettlebury Springs, and objected to ONG-F as it includes Local Wildlife Site Ep.181 Ongar Wood and many veteran trees. A representative from Epping Ongar Railway suggested that “EOR has the potential to provide a commuter service and enhance public transport in the district.” It should be noted here that discussions are currently on-going on a draft proposal for a ‘free school’ on part of ONG-A and ONG-G by an organisation called ‘School4Ongar’.	

Q34	<i>Please give us your reasons for your answers to Q33 above.</i>
Comments	Of those who objected to any or all of the sites in question 33, the most common reasons given were increased traffic congestion, impacts on the landscape and on Green Belt, flood risk, impacts on biodiversity, heritage assets, residential amenities, and the lack of school places, particularly as Ongar has no secondary school.

Epping (questions 35 to 39)



Q35	<i>Have we identified the right potential development options for Epping?</i>
Yes	277 (23%)
No	938 (77%)
Comments	Many of the comments are against any development in the Green Belt. Concerns are also expressed over existing problems with congestion and capacity of services to cope with any new development.

Q36	<i>Do you support or object to development of the identified potential opportunity areas?</i>	
	<i>Support</i>	<i>Object</i>
EPP – 1	376 (56%)	294 (44%)
EPP – 2	570 (86%)	90 (14%)
EPP – 3	588 (89%)	76 (11%)
EPP – 4	566 (85%)	103 (15%)

Q37	<i>Please give us your reasons for your answers to Q36 above.</i>
Comments	There is divided opinion on whether the sites are too small to cause harm to the town or whether they would have a significant impact. However, in general there is support for these sites because they are on previously developed land and not in the Green Belt. EPP-1: Many comments refer to the need to support residents' wishes for development to focus on improved leisure/community facilities and not a supermarket. EPP-2: Many residents walk to the site because of its central location. There are concerns over the potential loss of the sports centre to the community. EPP-3: There were very few specific comments relating to this site. EPP-4: Few comments but support for development because building on

	the industrial estate on Bower Hill could alleviate the problems of heavy industrial traffic negotiating the narrow railway bridge.
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Q38	<i>Do you support or object to development of the identified potential development areas?</i>	
	<i>Support</i>	<i>Object</i>
EPP – A	270 (54%)	226 (46%)
EPP – B	49 (10%)	445 (90%)
EPP – C	50 (6%)	730 (94%)
EPP – D	251 (52%)	232 (48%)
EPP – E	279 (58%)	205 (42%)
EPP – F	289 (40%)	428 (60%)
EPP – G	285 (40%)	427 (60%)
EPP – H	18 (14%)	108 (86%)

Q39	<i>Please give us your reasons for your answers to Q38 above.</i>
Comments	There were a number of general concerns for any development in the Green Belt around Epping: - Traffic congestion already a problem - Parking problems particularly around the Underground station - Impact on school and health centre capacities - Underground Line already almost at capacity - Loss of agricultural land - Impact on water and sewage systems Specific concerns for sites: EPP-A: - Used by residents and attracts wildlife - Sensitive and attractive landscape - Rounding off settlement - Close to town centre EPP-B: - Used by residents and attracts wildlife - Adjacent to the wildlife site Ash Wood/High Wood, Stonards Hill (EP89). This woodland is a UK BAP habitat with signs that it is a remnant of ancient woodland and should be protected. EPP-C: - Responses suggest site is prone to flooding - Close to SSSI - Problems with access. EPP-D: - Traffic problems on Lindsey Street - Adjacent to Swaines Green local wildlife site - Very large site – impact on services and facilities in town - Could potentially take a lot of the development needs of Epping EPP-E: - The site has been subject to a refused planning application - Adjacent to local wildlife site Bell Common/Ivy Chimneys Ep81

	and BAP Habitat lowland dry acid grassland. Some rare species off Grams Lane - Used by dog walkers - Rounding off settlement - Close to town centre and Underground EPP-F & G: - Noise and air quality problems from M25 - Poor access roads - Too far from town centre - Flooding potential - Fall partly within proposed strategic Green Belt gap. EPP-H: - Reduce Green Belt between Epping and Fiddlers Hamlet - Increase congestion on inadequate roads - Essex Way runs through site - Loss of attractive fields
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Loughton (questions 40 to 42)



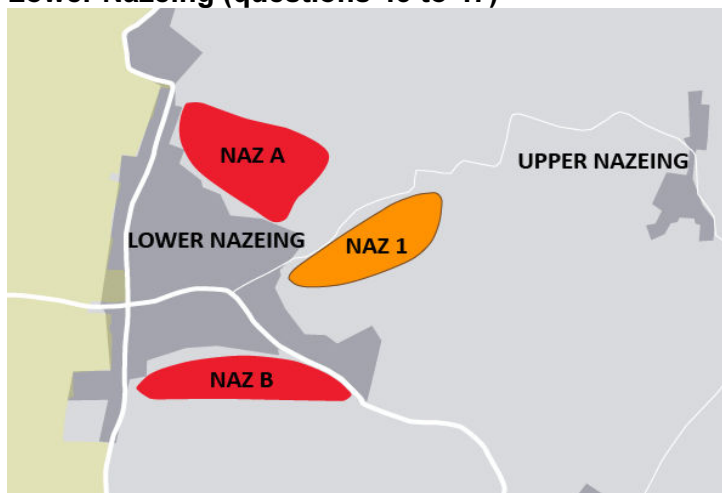
Q40	<i>Have we identified the right potential development options for Loughton?</i>
Yes	79 (24%)
No	254 (76%)
Comments	The majority of respondents disagreed with the development options identified for Loughton. Some people felt that the town was a sustainable location for growth given the level of services and facilities on offer, and its proximity to public transport links. However, a large number of responses suggested that there had been enough recent development in the town and that traffic congestion was a significant issue. In addition, there was concern that development of some of the potential sites would result in the loss of valuable employment land. As an alternative to the options presented in the consultation document, some respondents suggested developing some of the urban green spaces within the town.

Q41	<i>Do you support or object to development of the identified opportunity development areas?</i>	
	<i>Support</i>	<i>Object</i>
LOU – 1	278 (83%)	56 (17%)
LOU – 2	298 (89%)	37 (11%)
LOU – 3	308 (92%)	27 (8%)
LOU – 4	291 (87%)	44 (13%)
LOU – 5	300 (93%)	23 (7%)
LOU – 6	308 (86%)	49 (14%)
LOU – 7	305 (85%)	55 (15%)
LOU – 8	313 (86%)	49 (14%)
LOU – 9	308 (87%)	44 (13%)
LOU – 10	229 (93%)	18 (7%)
LOU – 11	222 (89%)	27 (11%)

Q42	<i>Please give us your reasons for your answers to Q41 above.</i>
Comments	All of the development options were supported by a majority of respondents. A large number of people felt that re-development of brownfield sites should be prioritised and that allocating sites close to town centre amenities and transport links was favourable. In general terms a lot of respondents supported the principle of providing additional retail and employment space in Loughton. Despite the high level of support, there were a number of concerns raised as detailed below. LOU – 1: There was concern regarding impact on Green Belt and on the proposed strategic Green Belt gap separating Loughton and Theydon Bois. It was also noted by a number of respondents that the area was of high landscape sensitivity. Impact on residential amenity was also raised as a concern as was the issue of traffic congestion. LOU – 2: A number of respondents raised concerns about the potential impact of development on adjacent wildlife sites, namely; Broadfield Shaw and the adjoining Grassland. Impact on the Green Belt was also raised as an issue. There was also concern regarding the proximity of the site to Loughton Hall Farm Ditch and the possibility of flooding issues arising. LOU – 3: A number of respondents were concerned about the impact of additional retail facilities on existing provision on the High Road and The Broadway. Some suggested that residential uses may be more appropriate in this location, particularly due to the proximity of the site to Debden station. LOU – 4: A number of respondents raised concerns regarding loss of playing fields in an area where such provision is already low. There was also concern about developing on Green Belt land and an area that is within a flood zone. LOU – 5: This option gained the highest level of support along with LOU10. However, there were still concerns raised by some respondents regarding impact of development on existing retail provision and traffic congestion. LOU – 6: A number of respondents felt that existing car parking should be

	retained in order to help maintain the vitality and viability of existing retail provision. Some consultees also indicated that the immediate area already suffers from significant traffic congestion issues. LOU – 7: Some respondents felt that additional retail in this location was unnecessary due to the high level of existing provision on the Broadway. LOU – 8: A number of respondents felt that additional retail was not required in this location. LOU – 9: While this was a very well supported development option, a number of respondents felt that existing car parking on site should be retained. LOU – 10: While this option gained a very high level of support, respondents expressed concern that any development would have a significant negative impact on the existing character of the area. In addition, some were concerned about potential impact on the Roding Valley Nature Reserve. LOU – 11: A large number of respondents were concerned about impact on residential amenity and the character of the existing area. Some also indicated that traffic congestion was an issue, largely due to the narrowness of existing roads and proximity to Oaklands School.
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Lower Nazeing (questions 43 to 47)



Q43	<i>Have we identified the right potential development options for Lower Nazeing?</i>
Yes	61 (32%)
No	131 (68%)
Comments	Of the respondents that said no, the main concerns were: - Protecting the Green Belt and the designated conservation area throughout the area; - The pressure on the existing horticultural businesses; - The impact of development on the existing services and utilities; - The issue of additional traffic to existing congestion problems on narrow countryside roads.

Q44	Only one potential opportunity area has been identified in this area – NAZ – 1. Do you think this area may be appropriate for development?	
	Yes	No
NAZ-1	62 (37%)	105 (63%)

Q45	Please give us your reasons for your answers to Q44 above.	
Comments	Of the respondents that objected, the main concerns were: - The impact of development on the Green Belt; - The negative impact on the site's biodiversity and landscape; - Possible service constraints e.g. schools and healthcare; - Potential flood risk; - Impact on the area's heritage and identity; - Increased parking problems around local shops; - Increase of noise pollution; - Impact on utilities; - May be harmful to heritage assets; - Loss of agricultural land for food production. The respondents that supported the development of NAZ-1 identified the following factors: - Improvement of the visual quality of a derelict site, subject to scale; - Reduce the number of HGVs on Hoe Lane.	

Q46	Do you support or object to development of the identified potential development areas?	
	Support	Object
NAZ – A	60 (34%)	116 (66%)
NAZ – B	44 (27%)	122 (73%)

Q47	Please give us your reasons for your answers to Q46 above.	
Comments	The concerns for the development of NAZ-A or NAZ B were generally similar to those listed in Q43, i.e.: - Loss of designated Green Belt and parts of the conservation area; - The impact of development on existing services and utilities; - Additional traffic where there are existing congestion problems on narrow countryside roads; - Potential flood risk; - Additional noise pollution generated by the increase of traffic movement; - Impact on wildlife corridor; - Impact on food production; - Impact on broadband speed; - Additional pressure on electricity grid, which could potentially cause power cuts.	

Lower Sheering & Sheering (questions 48 to 50)



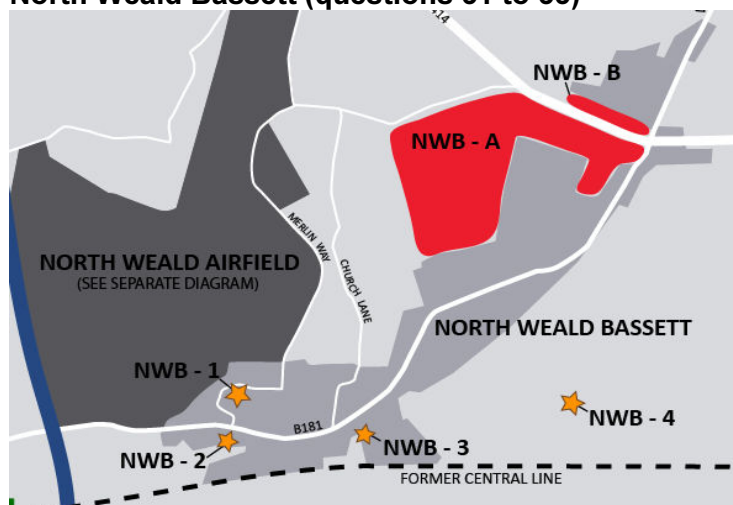
Q48	<i>Have we identified the right potential development options for Lower Sheering & Sheering?</i>
Yes	97 (31%)
No	213 (69%)
Comments	The majority of respondents disagreed with the options presented for Sheering and Lower Sheering. A large number of people suggested that development on Green Belt areas should be avoided wherever possible. Impacting negatively on the rural character and community feel of the area was also raised as a significant concern as was the lack of services, facilities and other infrastructure in the local area. Similarly, some respondents felt that development in this area would also impact negatively on Sawbridgeworth. As an alternative, it was considered by some consultees that the majority of new development should be located around Harlow and on the site of North Weald Airfield.

Q49	<i>Do you support or object to development of the identified potential development areas?</i>	
	<i>Support</i>	<i>Object</i>
LSH – A	80 (27%)	214 (73%)
LSH – B	61 (19%)	255 (81%)
SHE – A	63 (24%)	198 (76%)
SHE – B	48 (18%)	218 (82%)
SHE – C	47 (18%)	213 (82%)

Q50	<i>Please give us your reasons for your answers to Q49 above.</i>
Comments	All five development options around Sheering and Lower Sheering received very high levels of objections. Concerns were raised about development in the Green Belt along with potential impact on the countryside and biodiversity. The lack of services, facilities and other infrastructure was also raised as a concern. LSH-A received a slightly higher level of support than other options due to its limited size and very close proximity to Sawbridgeworth. However its presence within a conservation area was raised as an issue.

	A number of respondents indicated that traffic congestion was a concern around Lower Sheering and that developing a large site in the form of LSH-B would exacerbate the issue. SHE-A gained some support as it was considered that impact on landscape would be negligible and there were few other constraints on site. The presence of a significant area of historic woodland was seen as a major barrier to development in terms of SHE-B. Similarly many people were concerned about the impact of development on the woodland at Glyn's Spring within the boundary of SHE-C.
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North Weald Bassett (questions 51 to 55)



Q51	<i>Have we identified the right potential development options for North Weald Bassett?</i>
Yes	392 (59%)
No	276 (41%)
Comments	For those who answered no, the main reasons for this were (a) use of Green Belt and agricultural land; (b) concern for infrastructure levels e.g. doctors, primary school and recreation facilities; (c) traffic within and around the village; (d) impact on landscape; (e) lack of public transport; and (f) North Weald Airfield should be used more constructively/intensively.

Q52	<i>Do you support or object to development of the identified potential opportunity areas?</i>	
	<i>Support</i>	<i>Object</i>
NWB – 1	661 (96%)	24 (4%)
NWB – 2	656 (97%)	21 (3%)
NWB – 3	102 (15%)	578 (85%)
NWB – 4	77 (11%)	612 (89%)

Q53	<i>Please give us your reasons for your answers to Q52 above.</i>
Comments	Overall support was expressed for NWB-1, but specific objection was raised by Bassett Business units as the site is already fully developed and employs 25 individual businesses. There may still be some scope for

	small scale expansion or extension within the site, subject to the findings of the study currently underway on the future of North Weald Airfield. NWB-2 was supported for redevelopment in keeping with the rest of the village. The site is currently (May 2013) in the process of being sold by EFDC, with the intention that it will be returned to a family home. It will not be considered further in the preparation of the Local Plan. NWB-3 raised a high level of objection, largely due to the loss of the car park serving the King's Head public house. NWB-4 was the least favoured of these options. It was put forward to investigate the potential of bringing the Redoubt back into safe public use. The current owners suggest there are some viable alternatives, but all would require housing development on part of the site to subsidise the improvement and building works that would be necessary. An indicative figure of 200 units is proposed in the masterplan submitted to the consultation. The site is clearly very sensitive in historic and landscape terms, and whilst further investigation is merited at this stage, there are many significant issues on and around the site which it may not be possible to overcome. Concerns raised by respondents on this area included (i) the impact of enabling development on the landscape and Green Belt, (ii) loss of recreation land and public footpaths/bridleways, (iii) flood risk, (iv) traffic generation and congestion, and (v) primary school capacity.
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Q54	<i>Do you support or object to development of the identified potential development areas?</i>	
	<i>Support</i>	<i>Object</i>
NWB – A	394 (57%)	299 (43%)
NWB – B	389 (57%)	297 (43%)

Q55	<i>Please give us your reasons for your answers to Q54 above.</i>
Comments	Potential development on NWB-A is generally supported, although almost all respondents stated that the area should be much smaller - the section between the rear of St Andrew's Primary School and the A414. Any necessary infrastructure should be put in place prior to any housing. Objections included (i) Green Belt, (ii) concern for education provision, (iii) flood risk, (iv) traffic congestion and access from the site, (v) loss of agricultural land, trees and hedgerows. NWB-B was also generally supported, with the same caveat above about early infrastructure provision. Where objection was made, this was due to (a) loss of Green Belt, (b) impact of noise from the A414 on new and existing residents, and (c) impact on landscape and preserved trees.

North Weald Airfield (questions 56 to 57)

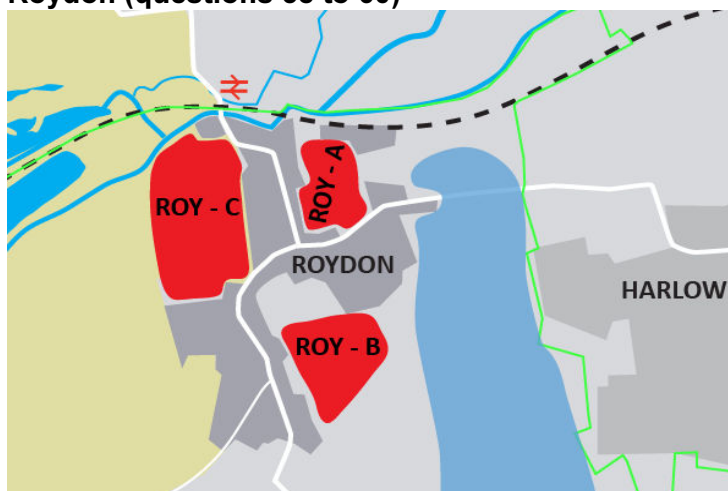


Q56	<i>Have we identified the relevant issues for North Weald Airfield up to 2033?</i>
Yes	359 (49%)
No	372 (51%)
Comments	Responses to this question were relatively evenly split. For those that felt the appropriate issues has been identified, many commented that more emphasis should be placed on aviation, leisure and recreation uses to ensure the continued protection of the Green Belt and heritage of the Airfield. For those that did not consider the right issues had been identified, the reasons included (i) the long standing heritage of the Airfield, (ii) development of any Green Belt areas, and (iii) whether any of the possible areas for development would impinge on current or future flying activities. Conversely, there were many suggestions that, as a large publicly owned site with some existing development, it should be used entirely for residential, commercial and community development purposes. There was no clear consensus on the future of the Airfield.

Q57	<i>Have we identified the right potential development options for North Weald Airfield?</i>
Yes	96 (22%)
No	341 (78%)
Comments	There was again no clear consensus on the future of Airfield, although the responses to the yes/no portion of the question may indicate otherwise. Many respondents suggested that full consideration of the future of the Airfield cannot be given until the latest study is completed and published (due July 2013), and the ultimate best option for the Airfield may be outside those currently identified. However, using the options presented

	as a starting point, there was overwhelming support within North Weald village for a combination of Options 2 and 3, subject to appropriate infrastructure being provided. It was largely recognised that Option 1, which would effectively maintain the status quo, is not likely to be viable in the longer term. For Option 4 there was a very mixed view, with some reflecting that the history, character and current aviation and other users of the Airfield should be protected, and, as a historic asset within the Green Belt, the Airfield should never be built on. Alternatively, others suggested the Airfield is considered to be under-used, less environmentally sensitive than other areas of the district, and a largely previously developed site in public ownership that should be sold for development to provide revenue to the Council. It is clear much more work needs to be done around the future of the Airfield and how this may fit into the overall strategy for the Local Plan.
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Roydon (questions 58 to 60)



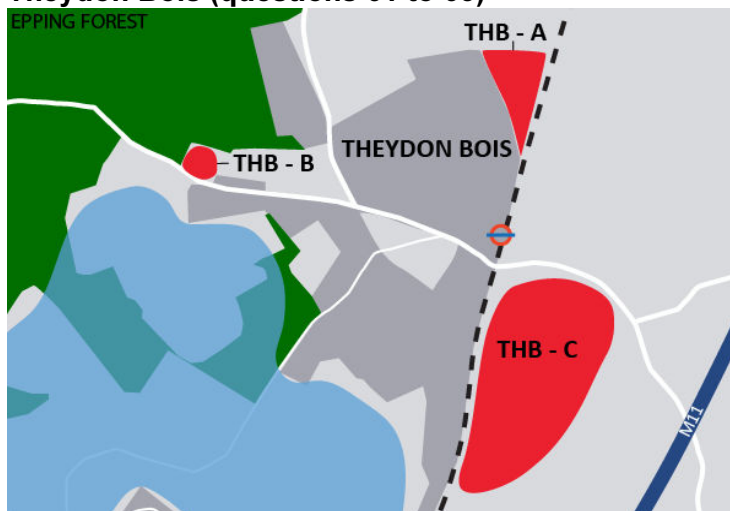
Q58	<i>Have we identified the right potential development options for Roydon?</i>
Yes	64 (51%)
No	62 (49%)
Comments	Of the respondents that said no, the main concerns were the loss of the village's character and heritage as well as the impact on the Green Belt, landscape and agricultural land. Other potential issues included infrastructure capacity e.g. doctors, schools and roads.

Q59	<i>Do you support or object to development of the identified potential development areas?</i>	
	<i>Support</i>	<i>Object</i>
ROY – A	72 (56%)	56 (44%)
ROY – B	56 (45%)	69 (55%)
ROY – C	63 (50%)	64 (50%)

Q60	<i>Please give us your reasons for your answers to Q59 above.</i>
Comments	The responses indicated a relatively equal divide between those that supported and those that objected development. The main concerns included (i) the loss of the village's character and heritage, (ii) Green Belt and landscape, (iii) services and utilities as well as (iv) pressure from

	additional traffic congestion. Of those respondents that supported development, ROY- A and ROY- C were considered to be more favourable given the sites' proximity to the train station. It is also suggested that both sites could accommodate and potentially benefit from small pockets of sympathetic development near to existing residential settlements. ROY-B received less support than the other two areas, as it is expected to have the biggest impact on the character of the village. The respondents indicated that the area has considerable agricultural and recreational value. Further comments suggested that small pockets of infill land could be allotted for affordable housing to support the needs of the local residents.
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Theydon Bois (questions 61 to 63)



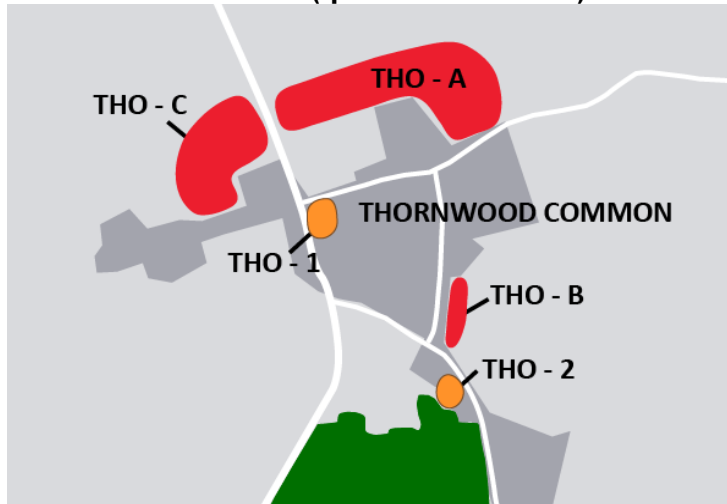
Q61	<i>Have we identified the right potential development options for Theydon Bois?</i>	
Yes	68 (16%)	
No	357 (84%)	
Comments	With those opposing all options, the main reason given is that the sites are within the Green Belt. Some potential sites mentioned including; Darlington's garage, The Railway Arms, Telephone Exchange and the Flower Yard.	

Q62	<i>Do you support or object to development of the identified potential development areas?</i>	
	<i>Support</i>	<i>Object</i>
TBA – A	279 (43%)	375 (57%)
TBA – B	269 (41%)	383 (59%)
TBA – C	262 (40%)	394 (60%)

Q63	<i>Please give us your reasons for your answers to Q62 above.</i>	
Comments	General objection to development in the Green Belt. - Residents are likely to be commuters to London and this would	

	have an impact on the Central Line and Theydon Bois station. - Services such as electricity, gas, water, sewerage, doctors and schools are operating at full capacity already - NHS response indicates that the Theydon Bois surgery (a branch of Limes Medical Practice in Epping) cannot provide additional capacity - Loss of agricultural land THB-A - The site would be visually conspicuous on the hill and create overlooking. - There is a very distinct and established boundary between the area and the village comprising a public footpath, watercourse and ancient tree/hedge line. - The site should form part of the proposed strategic Green Belt gap. - Developing this land would be in conflict with the Theydon Bois Tree Strategy. - Access to the site is constricted by narrowness of the approach road, Forest Drive/Dukes Avenue, and throughout the village. - Building on this land would further aggravate surface water flooding in the village. - A new conservation area for the village has been recommended in para. 3.14. Major infrastructure changes and increased traffic would adversely impact on this proposed area. - This site is a long established and valuable amenity value for local residents. There is a long history of all year round use for recreational activities. THB-B - This site is adjacent to Epping Forest, a Site of Special Scientific Interest and a Special Area of Conservation. - Previous planning applications have been refused because of inadequate highway sight lines. THB-C - The railway line currently marks edge of the village and Green Belt. - This is important agricultural land abutting the Thrifts Hall Farm Ridge as set out in the Theydon Bois Tree Strategy. - The site is very large relative to the existing settlement. Some positive comments support development in Theydon Bois and refer to the good transport links provided by the underground.
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Thornwood Common (questions 64 to 68)



Q64	<i>Have we identified the right potential development options for Thornwood Common?</i>
Yes	74 (22%)
No	261 (78%)
Comments	The majority of respondents disagreed with the potential development options that were identified. A number of concerns were raised, particularly with the principle of developing on Green Belt land. In addition some respondents indicated that Thornwood Common should not have been assessed in sustainability terms with Epping and that any development in the village would be inappropriate. Some responses stated that development should take place around Harlow and on the site of North Weald Airfield rather than around the district's villages.

Q65	<i>Do you support or object to development of the identified potential opportunity areas?</i>	
	<i>Support</i>	<i>Object</i>
THO – 1	330 (92%)	28 (8%)
THO – 2	305 (85%)	53 (15%)

Q66	<i>Please give us your reasons for your answers to Q65 above.</i>
Comments	Both opportunity areas identified by Community Choices were supported by a majority of respondents. Both sites have been used for industrial purposes and it was noted by a number of consultees that re-development would enhance the character of the village. In addition, there was substantial support for the provision of a village shop which it was felt would benefit the local community.

Q67	<i>Do you support or object to development of the identified potential development areas?</i>	
	<i>Support</i>	<i>Object</i>
THO – A	58 (16%)	305 (84%)
THO – B	61 (17%)	295 (83%)
THO – C	49 (14%)	307 (86%)

Q68	<i>Please give us your reasons for your answers to Q67 above.</i>
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Comments	All three potential growth areas received a significantly higher level of objection than support. There was general concern regarding the principle of developing Green Belt land that is currently in agricultural use. In addition, many respondents felt that the potential sites were too large for a settlement of the size of Thornwood Common and that there was a lack of services and facilities to support developments of that scale. THO-A: There was some concern regarding the possibility of providing further commercial space in the village given the perceived imbalance between commercial and residential uses that already exists. Some respondents also raised concerns regarding the potential impact of development on the adjacent wildlife site. However, there was support for the site on the basis that there were less constraints on the area when compared to alternative options. THO-B: Concerns were raised in terms of flood risk on site while some respondents stated that development would have a significantly negative impact on a Scheduled Monument. In addition, it was noted that much of the site was categorised as being of moderate landscape sensitivity, and was therefore less suitable for development than alternative options. THO-C: A number of respondents indicated that the site was of landscape value and should not be developed. In addition, potential impact on the adjacent nature reserve was raised as an issue.
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Waltham Abbey (questions 69 to 73)



Q69	<i>Have we identified the right potential development options for Waltham Abbey?</i>
Yes	306 (22%)
No	1062 (78%)
Comments	All responses to the Waltham Abbey questions are very heavily influenced by the submission from Waltham Abbey Residents' Association which included 1,008 signatures. The Association states that it cannot support any of the options, but in direct response to this question, replies "We do not put forward any other potential development options for Waltham Abbey. We simply do not have the infrastructure to

	support any kind of new development as significant infrastructure needs have been identified and are currently required for the residents that already exist and live in Waltham Abbey.” Other responses do make suggestions for additional areas – these are (i) Northfields Nursery on the western side of Sewardstone Road; (ii) land to the south of the A121 (Dowding Way) – particularly the western end abutting Sewardstone Road; (iii) site on Avey Lane for housing, and between Avey Lane and Mott Street for glasshouses; (iv) the redevelopment potential of the swimming pool and car park, on the assumption that there will be a new expanded sports centre; (v) land on the west side of Sewardstone Road from Mott Street to the Waltham Forest boundary – there is already ribbon development, and there could be low density residential development, leaving a gap of about 150m to the road. This response acknowledges that the land is in the Lee Valley Regional Park; (vi) land on the east side of Crooked Mile north of WAL-F; (vii) illogical to exclude Sewardstonebury given its proximity to Chingford; and (viii) areas of land (already submitted) around Sewardstone. The following comments were made on the options A to G: (a) development on the scale proposed is likely to have significant detrimental effects on Epping Forest, the Lee Valley Regional Park, the Borough of Broxbourne and the Wormley/Hoddesdon woods because of air pollution and traffic congestion; (b) there are far too many options, all at a distance from the town centre, adding to traffic and transport problems in a historic site; (c) WAL-A – only use the area past Leverton School, as the rest is too close to residents; development of WAL-B and WAL-C would not allow a sufficient strategic gap between urban development and the natural beauty of the Forest; WAL-G – this is the only appropriate option – all the rest will impact on existing residents; exclude the area next to Beechfield Walk to protect the views of residents; it should remain designated for E13 uses (glasshouse horticulture) – it is only shown as Green Belt on the Local Plan Proposals Map. A small number of individual responses objected to the principle of any development of the town with concerns about loss of Green Belt, becoming part of an extended London, the character of the historic town already having been ruined all being raised as issues. One response advised that the town centre needs a drastic overhaul. Loss of tourist trade if the countryside is development was also mentioned.
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Q70	<i>Do you support or object to development of the identified potential opportunity areas?</i>	
	<i>Support</i>	<i>Object</i>
WAL – 1	296 (22%)	1044 (78%)
WAL – 2	284 (21%)	1055 (79%)
WAL – 3	288 (22%)	1049 (78%)
WAL – 4	289 (21%)	1067 (79%)

Q71	<i>Please give us your reasons for your answers to Q70 above</i>
Comments	The Residents' Association response to questions 70 to 72 is “We cannot support any of the potential areas at this stage, pending receipt of

	further information about the various difficulties identified in Table 4.30 (of Community Choices)." Common concerns for the four opportunity areas from other responses are traffic congestion, inadequate local health and education facilities, the town now being an eye-sore because of too much development over the last forty years so either development should be outside the town and not cramming more inside, or it should be accepted that the town is big enough already. There was mention of the town becoming part of the Chingford Borough. Some responses to each of the areas cited all the reasons given in Q71. Specific concerns about area 1 revolve around loss of parking leading to further congestion in the centre, and the lack of free public car parking compared with supermarkets. Tourism could also suffer. Rather than trying to create a second town centre at the eastern side of the town, the existing centre should be increased by enhancing the area between Lidl and Tesco. The centre would also benefit from increased cycle routes and bus links to other parts of the town. For area 2 (site of the Former Royal Gunpowder Factory which is just off the above map to the west and north of Abbeyview), there was some support for sensitive re-use of buildings, but more concern if the re-use was for residential or commercial purposes. Comments were also made about being too close to the Regional Park (making the area too urban) and the Site of Special Scientific Interest. There is some concern about flood risk and development or further building in the Green Belt. Impacts on biodiversity, landscape, heritage and the conservation area are also mentioned. Issues about viability are raised again. The main comments about area 3 concern flood risk, loss of green spaces and impact on residential amenities. It should be left as open space. Area 4 brings in concerns about loss of school playing fields, the importance of urban green spaces, the satisfactory location of the school being central to the community, and traffic problems, particularly in Broomstickhall Road. The site should be retained for sports and leisure uses.
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Q72	<i>Do you support or object to development of the identified potential development areas?</i>	
	<i>Support</i>	<i>Object</i>
WAL – A	96 (8%)	1049 (92%)
WAL – B	62 (5%)	1086 (95%)
WAL – C	63 (6%)	1086 (94%)
WAL – D	67 (6%)	1080 (94%)
WAL – E	67 (6%)	1077 (94%)
WAL – F	69 (6%)	1070 (94%)
WAL – G	74 (7%)	1067 (93%)

Q73	<i>Please give us your reasons for your answers to Q72 above</i>
Comments	Common themes for objecting to the potential areas are impact on the Green Belt and countryside, exacerbating traffic congestion in the town,

damaging the character and heritage of the town, inadequate infrastructure with health and school provision being frequently mentioned, and the town already being over-developed. Traffic issues and public amenities are considered to be low priorities on the Council agenda.

Objections to WAL-A focused on noise from motorway traffic, CO2 emissions, topography of the area, and the significant number of veteran trees with many others being protected by a TPO. The area is considered to be an important green gateway on the eastern edge of the town, an important buffer to the motorway, and a popular place for informal recreation, eg dog-walking and picnics. If the town is to grow then green spaces such as this will be needed. The area is old pasture and has biodiversity value. One objector said the site would need to be contaminated because of the presence of bombs. The site could be used for other purposes than housing and one suggestion was that it is an ideal site for the travelling community.

Part of Area B (abutting Old Shire Lane) is managed by Countrycare for biodiversity – a diverse wildflower mix is developing and the pond supports a significant number of dragonfly species. Other concerns about the area include: (i) distance from the town, so not helping regeneration; possible detrimental impact on the setting of Upshire Conservation Area (although appropriate siting and design of new development could overcome this); proximity to the M25 – noise, air pollution; the site is mainly agricultural land; it has been identified as landscape of high sensitivity; no infrastructure; put to uses other than housing; and its development would be an undesirable expansion towards Epping contrary to Green Belt principles.

The Conservators of Epping Forest are strongly opposed to any development on WAL-C. In their opinion this should form part of a Strategic Green Belt gap hard up against the Forest and its Buffer Land. Development would further degrade the historic landscape of Green Lanes and erode green infrastructure around the Forest. Traffic will increase (through the Forest) on roads of limited capacity, leading to more disturbance for wildlife and damage to the rural character of Upshire.

Woodgreen Road is a narrow country lane totally unsuited to heavy traffic and Woodridden Hill is an accident blackspot. Other objections to WAL-C are similar to those raised for WAL-B, ie distance from the main town (with new residents likely to travel to other towns for services); impact on Upshire Conservation Area; lack of services; agricultural land; high landscape sensitivity; and undesirable urban sprawl towards Epping conflicting with the Green Belt.

The Conservators are again opposed to WAL-D. The Cobbins Brook Valley is a very important wildlife and landscape corridor that should be protected as part of a Green Arc. It provides flood storage and other ecosystem services for the town.

The area is described as being the true definition of Green Belt abutting two conservation areas. It is a popular walking area and beautiful landscape, containing important hedgerows, veteran trees and a small

	wood. Pick Hill is a narrow country road which is unsuitable for large volumes of traffic. Any widening would have an adverse impact on the banks and hedgerows. Other objections to this area are broadly similar to those made to WAL-B and C, ie too distant from the town; adverse impact on Upshire Conservation Area; lack of services; agricultural land; high sensitivity landscape; urban sprawl reducing open country between Epping and Waltham Abbey. There are suggestions that the area should be retained for glasshouses, perhaps relocating facilities from Sewardstone and Nazeing. The Conservators are also concerned about WAL-E – the area includes the Cobbins Brook flood alleviation scheme that has already intruded into the landscape. Any upgrading needed as a result of development would be of detriment to the natural beauty of the area and very expensive. Access from Pick Hill is again described as problematic. This and potential flooding problems make the area unsuitable for development. Objections also refer to proximity to a local wildlife site. There is again the suggestion that the area should be retained for glasshouses, and there is support for development with the argument that the boundary should be north of Cobbins Brook including existing commercial sites. Objections to WAL-F include retention for glasshouses – re-designation of E13 Land (glasshouses) without compensating provision elsewhere; agricultural land; biodiversity; high impact on the Green Belt and the view to the countryside; and maintaining the identity and individuality of boundaries to the town. WAL-G raises concerns about the loss of agricultural land, proximity to properties in Beechfield Walk (which have suffered from the construction of the M25 and the traffic, and from the construction of the Sainsbury's depot), and the removal of an important buffer on the edge of the town.
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Housing (questions 74 to 81)

Q74	<i>Have the relevant issues for the delivery of new housing in the district been identified? (These percentages do not total due to rounding)</i>
Yes	712 (22.3%)
No	1467 (45.9%)
Don't know	2 (0.06%)
Comment	1012 (31.7%)
Comments	Comments on these questions were wide ranging and, where these refer to specific settlements, these matters are considered in the appropriate settlement section above. For those that answered yes, comments included (i) protection of the Green Belt and use of brownfield sites in the first instance should be prioritised, (ii) infrastructure should be delivered prior to any housing being built, (iii) any new development must relate well to existing settlements, (iv) where affordable housing is provided this should be for existing Epping Forest District residents, and (v) the housing requirements of all ages and abilities should be considered. There appears to be confusion around the use of "affordable housing", as it is

	often used in responses to describe housing that can be bought by people on lower incomes but not on benefit i.e. couples/families. It must be made clear the Council cannot control the price of properties on the open market. Where the answer was “no”, the reasons for this included (a) infrastructure delivery has not been adequately explored or addressed; (b) there should be no development in the Green Belt and use of brownfield land should be prioritised; (c) the current economic climate makes construction, achievement of mortgages, and sale of new homes difficult; (d) there should be a tailored approach to the type of housing needed in each location around the district, responsive to mix of ages, family sizes and ethnicity; (e) consideration of need for alternative type of housing supply e.g. residential moorings, self-build plots etc; and (f) the viability of the entire Local Plan needs to be tested to ensure deliverability.
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Q75	<i>Have the relevant options for addressing the identified issues for the delivery of new housing been identified? (These percentages do not total due to rounding)</i>
Yes	201 (7.8%)
No	1353 (52.8%)
Don't know	1 (0.04%)
Comment	1008 (39.3%)
Comments	Where “no” was given in response to this question, the reasons for this included that (i) Green Belt land should not be used for development and use of brownfield land should be prioritised, (ii) social housing should be located near to jobs, (iii) development densities should relate to the surrounding areas, and (iv) the availability of finance and mortgages should be taken into account.

Q76	<i>Do you consider that the Local Plan should include policy which seeks housing developments of a particular density? (These percentages do not total due to rounding)</i>
Yes	2350 (91%)
No	115 (4%)
Don't know	116 (4%)

Q77	<i>If you answered yes to question 76, what density should the Local Plan seek to achieve? (These percentages do not total due to rounding)</i>
30 dwellings per hectare (dph) or less	156 (7%)
30-50 dph	14 (1%)
More than 50 dph	13 (1%)
A mixture of densities, depending on the character of the area	2201 (92%)

Q78	<i>Should the Local Plan seek affordable housing on smaller sites than current policy allows (i.e. less than 15 units, or less than 0.2 hectare)? (These percentages do not total due to rounding)</i>
Yes	486 (16%)
No	2439 (81%)
Don't know	70 (2%)

Q79	<i>If you answered yes to question 78, should the Local Plan seek a different proportion of affordable housing on appropriate sites?</i>
Yes - higher	281 (13%)
No - the same	1164 (52%)
Yes - lower	649 (29%)
Don't know	125 (6%)

Q80	<i>Do you think the Local Plan should include a policy which sets minimum space standards for new dwellings?</i>
Yes	1761 (80%)
No	389 (18%)
Don't know	37 (2%)
Comments	A high proportion of respondents considered that minimum space standards should be set for all new dwellings, to ensure appropriate living standards and storage space are provided. Those that replied no stated that the market and potential purchasers should lead on the appropriate room/dwelling sizes.

Q81	<i>Do you think the potential options identified for making provision for Gypsies & Travellers are the right ones?</i>
Yes	123 (5%)
No	1666 (72%)
Don't know	533 (23%)

Economic Development (questions 82 to 89)

Q82	<i>Have the relevant issues in relation to the <u>town centres</u> in Epping Forest district been identified?</i>
Yes	430 (16%)
No	2225 (84%)
Comments	The most common reasons given by those who answered 'no' were that the market and business demand will control employment provision, and that this cannot be controlled by the Council; and that rents and rates in the town centres are too high and are causing businesses to struggle. A large number of respondents also felt that the consultation document had not considered how to address out-of-town supermarkets. Many respondents mentioned that Chigwell was not included in the Town Centres chapter of Community Choices, and that Chigwell's infrastructure was inadequate and/or had not been properly assessed. These respondents also stated that there were not many shops in Chigwell, that many residents had to travel by car for shopping, and that there were

	serious traffic issues in the settlement. Other less frequent comments included concern about (i) the lack of car parking in town centres affecting businesses, (ii) the problems associated with commuter car parking in Central Line towns and villages, (iii) needing the right balance of uses in town centre areas, (iv) anti-social behaviour in Loughton High Road, (v) the need for support for local shops over chains, and (vi) the need to be more strict on the design of shop fronts, particularly in areas of heritage importance. A small number of responses highlighted a preference for a sports centre and/or community facility and/or housing on the St. John's Road area, rather than a supermarket. Some respondents queried whether the retail leakage figures were correct, while others felt that it was not possible to cut retail leakage as the district does not have many large/chain shops and so residents would always need to go outside the district for certain purchases. Epping Town Council's response highlighted the need to (a) preserve Epping's identity with smaller boutique shops rather than large units, (b) the value of the market, and (c) the need to recognise other parts of Epping's economy e.g. civic and industrial employment. Loughton Town Council and Loughton Residents' Association noted their concern over anti-social behaviour in Loughton High Road; and argued that retail leakage was not necessarily something that could be controlled given the offer of other nearby centres. Ongar Town Council raised the importance of strong policies dealing with shop front design, and the need for an appropriate mix of retail shops. Theydon Bois Parish Council highlighted the need to address the impact of out-of-town supermarkets. Buckhurst Hill Parish Council did not feel that having additional large retailers within Buckhurst Hill would be appropriate, given the character of the town centre.
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Q83	<i>Have the right options been identified to address the issues?</i>
Yes	427 (16%)
No	2230 (84%)
Comments	For respondents who answered 'no', the most common reason was the need for more attention and restriction on the design and appearance of shop fronts. (The vast majority of those who gave this reason were contained within one large group response from the North Weald area). Other common reasons for answering 'no' were that (i) Chigwell was not mentioned in the Town Centres chapter of the consultation document; (ii) brownfield sites had been ignored (generally these respondents suggested North Weald Airfield, land south of Harlow and sites in London); (iii) North Weald Airfield had not been considered as a potential site for development; (iv) development should go outside the district e.g. in Harlow, Basildon, East London, Leytonstone, Stratford; and (v) development should not be in the Green Belt. Other less frequent reasons given were that (a) town centre parking remained a problem (both a lack of spaces and the problem of commuter parking in Central Line towns and villages); (b) local shops needed

	support; (c) rents and rates were too high; (d) there should be a better mix of uses in the town centres; (e) some employment land near the Central Line station in Debden should be converted to residential; and (f) the consultation document had not considered how to address out-of-town supermarkets. Again, a small number of responses highlighted a preference for a sports centre and/or community facility and/or housing on the St. John's Road area, Epping rather than a supermarket. A few respondents suggested removing the 1970s shops on the north west of Loughton High Road, and replacing them with larger, rear-serviced units with flats above them. North Weald Bassett Parish Council and North Weald Residents' Association suggested that Epping Sports Centre would be relocated to North Weald Airfield, leaving the old site available for redevelopment.
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Q84	<i>Have the relevant issues in relation to <u>employment land</u> in Epping Forest district been identified?</i>
Yes	742 (28%)
No	1875 (72%)
Comments	The most common reasons given for answering 'no' to this question were that (i) existing shops and business premises which are vacant should be identified and used; (ii) any jobs provided should be for local people; and (iii) the Council should survey the existing skills of local people within the district, to enable local employment. (The vast majority of those who gave these reasons were contained within one large group response from the Waltham Abbey area). The next most popular reasons given were that there are no job opportunities in, and that land is expensive in, Chigwell so it is more likely that it would be used for residential rather than commercial development. (The majority of these responses came from the Chigwell area). Other respondents felt that leisure and tourism should be promoted. Some people argued that, as many current residents were commuting out of the district to work, new residents probably would too, which would put more pressure on the transport infrastructure. Less common reasons given were (a) jobs did not need to be provided in the district because there were more available elsewhere, e.g. in Harlow or London; (b) poor existing transport links; (c) only brownfield sites should be developed; and (d) it was impossible to plan for jobs growth in a recession. A representative from Essex Police recommended that the Council requires new commercial developments to be compliant with 'Secured by Design' commercial standards, to make new developments safer.

Q85	<i>Have the right options been identified to address these issues?</i>
Yes	234 (12%)
No	1685 (88%)
Comments	For those who added comments to their yes or no replies, the most common were that (i) there was a need for 'clearer statistics' on employment; (ii) tourism should be encouraged in the district (including promoting North Weald Airfield as a tourist destination); (iii) modern ways of working such as home working, business clusters, live/work units and high speed broadband should be encouraged; and (iv) better public transport was needed. Some respondents referred to their answers to question 84. Other less frequent comments included: (a) re-using some existing employment land for housing; (b) conversely, not using existing employment land for housing (opinion was split of this matter);. (c) it would not be possible to control commuting, as people would still live and work where they wanted to, ie outside the control of the Council. Both Loughton Town Council and Loughton Residents' Association favoured (i) prohibiting change of use on Langston Road to A1 (retail); (ii) re-using some existing employment land for housing; (iii) developing small-scale industry uses; and (iv) encouraging tourism through hotel provision. North Weald Bassett Parish Council and North Weald Residents' Association argued that North Weald Airfield should be promoted for recreation and leisure facilities, and heritage and public events. The Environment Agency supported the aims of business hubs to reduce commuting and encourage the use of green technology, but advised that there should be a greater focus on public transport.

Q86	<i>Have the relevant issues in relation to the <u>rural economy</u> in Epping Forest district been identified?</i>
Yes	230 (39%)
No	357 (61%)
Comments	By far the dominant response to this question is that the document has failed to acknowledge farming as the major land use and its importance has not been acknowledged. There is concern that taking land for development could make some farms unviable (particularly in the Roydon area), leading to unsuitable development on isolated land. Development should be resisted unless it is essential. Overdevelopment in the past has been to the detriment of the countryside – growth has always been the main factor, and calling it “sustainable” is misleading. Economic growth of the area has not improved with the building of houses over the last 40 years. Derelict glasshouses should be used first, otherwise the district will lose Green Belt, and will be left with a lot of brownfield land and developers will then build there as well. There are mixed views about the conversion of agricultural buildings with some support for use for housing and other support for commercial activities in preference to housing. In line with the main response to this question, there is concern that there may be unquestioning acceptance

	that many farm buildings are surplus to needs. The new Local Plan should not abandon the concept of farming and food production. The problem of getting young people into agriculture is mentioned. Tighter control on the re-use of buildings is urged, especially when they have been purpose-built with diversification in mind. Home working should be encouraged and this is linked to commercial/residential re-use of agricultural buildings. There is criticism that while para 6.38 (of Community Choices) mentions rural deprivation, the rest of the document does nothing to address this. Why are the deprived areas not highlighted with the intention being to develop the villages/hamlets with new homes, facilities and jobs? Unless rural deprivation is addressed, the disparity between urban and rural economies will continue to expand. Transport infrastructure does not support a rural economy. A separate comment says extra housing will not sustain local shops. The role of forestry and semi-agricultural uses such as garden centres should not be overlooked. There should be more emphasis on small business opportunities. Individual suggestions include: (i) closer links with the RCCE to tap into expertise; (ii) improve public rights of way to encourage more rambling and cycling and link this to the development of tourism, rural bus services (and stops), guesthouses and the identification and promotion of heritage assets; (iii) wind turbines or farms should be encouraged in Sewardstone Road to supply energy for glasshouses. The question of how “rural” is defined is posed – is Chigwell semi-rural? A final comment is that the rural economy is fine without any interference from Government or the local council.
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Q87	<i>Have the right options been identified to address these issues?</i>
Yes	499 (65%)
No	272 (35%)
Comments	The importance of farming and its role in (i) supporting the rural economy, (ii) helping with food security, (iii) reducing CO2 emissions from the transport of food grown elsewhere in the world, and (iv) protecting the countryside are by far the dominant themes of the responses. There is insufficient recognition of the need to engage with the rural community to examine reasons for farming becoming unviable – it needs to be nurtured and encouraged. Other responses to the consultation are quite a mixed bag: (a) promotion of local infrastructure and transport so there is a daily bus service; (b) attain all the options in para 6.41 before even considering any further house building, but maintain the rural nature of the district (eg not widening roads to accommodate the increasing number of delivery vehicles serving change of use buildings – Lea Valley is bad enough already); (c) residents should not pay for the provision of high speed broadband; (d) Lower Sheering (para 6.38 of Community Choices) is not deprived; (e) encourage crops that do not require artificial growing environments; (f) control over housing for temporary or seasonal workers is needed; (g) encourage local services and proportionate social housing

	(exclusively for those born in or connected with the area) in villages; (h) encourage more crafts, market gardens and agri-tourism; (i) the principles of localism should apply to very small communities; (j) there should be a specific policy for villages and rural settlements to preserve their character; and (k) leave the rural economy alone.
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Q88	<i>Have the relevant issues in relation to the <u>glasshouse horticulture</u> (and in particular the Lea Valley industry) been identified?</i>
Yes	476 (89%)
No	56 (11%)
Comments	Opinions about the glasshouse industry are sharply divided. One response favours the phased run-down and withdrawal of this “ugly industry”. Another equates it to animal factory farming because of its huge scale but proposes a district debate to enable all alternatives to be fully considered before setting off on a path from which there may be no return. There is also support for taller, larger units, the expansion of the existing designated sites and the designation of new ones, particularly in the Waltham Abbey area. There is also support for replacing the designated sites approach with a criteria-based policy and the Growers’ Association has provided a list of such criteria. Some responses reject the idea of “managed decline” or the designation of buffer zones between glasshouses and areas of housing. There is some concern about the re-use of derelict sites – some responses favour housing while others want the land to be returned to the Green Belt – policies should specify what replacement uses will be appropriate. A suggestion is that current policy E13C (prevention of dereliction of glasshouse sites) needs to be bolstered by adding the requirement of an insurance or bank supported bond to ensure that land will be remediated or restored. The Lee Valley Regional Park Authority indicates that its statutory remit does not support the industry while the Lea Valley Growers’ Association wants the Authority to engage more closely with the growers to understand their needs. Other comments include: (i) the need to provide suitable accommodation for seasonal workers; (ii) the Council should examine the Thanet example where the glasshouses are judged to be very sustainable; (iii) concern that if growers are forced or encouraged to move for anything other than business reasons, they will not survive; (iv) employment should be for local people as a priority; and (v) leave it alone.

Q89	<i>Have the right options been identified to address these issues?</i>
Yes	250 (83%)
No	52 (17%)
Comments	The Growers’ Association proposes the following (some of which are included as options in Community Choices): (i) replace designated sites with a criteria-based policy; (ii) permission to be granted for glasshouses up to 7m in height; (iii) permission for affordable accommodation for workers; (iv) permission for renewable energy installations; (v) less weight to be given to LVRPA objections; (vi) more weight to be given to economic growth; and (vii) permission to be granted for alternative uses for unviable sites.

	Other comments are: (a) there is a pressing need for a freight management strategy from the highways authority (Essex County Council); (b) objection to the suggested use of North Weald Airfield for glasshouse horticulture; (c) insufficient land has been identified for E13 development – some landowners are reluctant to release their land for this use; (d) proposals for taller glasshouses should be subject to impact assessment; (e) leave it alone; (f) there is potential for great environmental damage; and (g) some derelict sites have been taken over by the travelling community.
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Transport (questions 90 to 91)

Q90	<i>Have the relevant issues in relation to transport in Epping Forest district been identified?</i>
Yes	529 (17%)
No	2658 (83%)
Comments	Despite there being a clear split in the numbers that answered “yes” or “no” to this question, the reasons given in support of the answers were largely similar. The most frequent comment was that the disparity between the fare structure across mainline rail and the Underground network needs to be addressed, to reduce overcrowding on the Central Line, and pressure on car-parking in settlements with stations, and better use is made of the mainline rail network where it is perceived there is more passenger capacity. This is not a matter than can be addressed directly through the Local Plan. Many issues were raised in comments on this question: <u>Air:</u> More analysis is needed about the implications of possible further growth at Stansted Airport (including a possible additional runway). <u>Motorways:</u> The capacity of the motorways and junctions in the district was raised in many responses, with particular attention drawn to (i) capacity of junction 26 (Waltham Abbey), (ii) the perceived need to install north-facing slip roads at junction 5 of the M11 to reduce such a high volume of traffic passing directly through Epping Forest, and (iii) the need to add a further M11 junction north of junction 7. Suggestions were also made that the A414 should be fully dualled between the A12 (mid Essex) and the A41 (west Hertfordshire), to alleviate some of the traffic that currently uses the M25. <u>Central Line:</u> It is clear from the responses (including from Transport for London - TfL) that the Central Line is operating at (and beyond) capacity, particularly at peak times. There were a number of calls to work with TfL to reopen the Epping-to-Ongar section of the Central Line, although conversely a number of respondents did not wish this to happen due to lack of parking following recent development in Ongar, and the further passenger overcrowding this would cause. The Property Team of TfL continues to promote a number of areas of land, including some of its car parks, for development purposes but makes clear this response is to be treated separately from TfLs corporate response. The corporate response does not refer to loss of any car parking, and indeed states that TfL would not be opposed to the increase of parking at its stations. EFDC will need to continue to liaise closely with TfL on matters relating to the Central Line.

	<u>Mainline rail:</u> Many respondents perceive there is additional capacity on the West Anglia mainline. No response was received from the operators of the line, nor Network Rail on this matter. Further contact will be sought to further establish the position. The opening of Crossrail serving Shenfield in 2018/19 may cause some shift in passengers from the Central Line, but it is not clear to what extent this will be realised. It was further suggested by a number of respondents that the Council should ensure support for the Hackney/Chelsea line (Crossrail 2) as this would further alleviate pressure on the Central Line. Under more local matters, transport issues were raised around a number of settlements. For Roydon and Lower Sheering/Sawbridgeworth, comments were made about the congestion and delays caused by the level crossings. In both cases it was suggested that alternative means of crossing the railway should be investigated. In Chigwell, it was considered that insufficient regard had been had to the existing transport network and its limitations. In Nazeing, the volume of HGV traffic was raised as a particular concern, linked to the existing glasshouses and other industrial buildings/sites. The declining bus network was highlighted as a particular issue in many parts of the district, and there were many responses which referred to the need for better integration between bus transport and the Central Line/mainline rail. In many areas, the narrow, often rural roads that characterise much of the district were highlighted as a particular issue, especially where these are used as “rat-runs” to avoid other congestion hotspots.
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Q91	<i>Have the right options been identified to address these issues?</i>
Yes	512 (16%)
No	2666 (84%)
Comments	As with Q90, many of the reasons given for either a “yes” or “no” answer were similar. Many respondents commented that the identified options were unrealistic and/or ignore the needs of existing residents. Others identified that a number of the proposed options are contradictory, which is indeed the case and highlights the difficulty in dealing with transport matters in Epping Forest District. Of the additional options suggested, some of these are within the remit of the Local Plan, and some would need to be delivered by other parts of EFDC or other organisations. Suggestions include (i) controlled parking around all stations and town centres, (ii) travel plans should be requested for all new development, (iii) control of HGV in town centres and rural areas including use of video/weight monitoring as necessary, and (iv) inclusion of electric car charging points in all new development. In terms of new infrastructure proposals, it was suggested that (a) the Central Line should be extended variously to North Weald Airfield, Ongar, Stansted, Harlow, Bishop’s Stortford, or Chelmsford; (b) Crossrail 2 should be further extended to this district; and (c) the West Anglia mainline should have an additional branch from the Waltham Cross/Hoddesdon area to the centre of the district. For road transport, there were several suggestions of bypasses that could be needed

	including at Ongar, Epping, North Weald, Nazeing and Roydon.
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Infrastructure & Community Infrastructure Levy (question 92)

Q92	<i>Do you think we are considering the most appropriate action to deliver the infrastructure necessary to support new development in the district?</i>
Yes	237 (11%)
No	1867 (89%)
Comments	The vast majority of responses suggested that the Council had not considered the most appropriate action to deliver infrastructure necessary to support new development in the district. Responses to Community Choices suggested that: The plans provided were too vague and needed to be more detailed to allow adequate comment; Certain areas are already under strain, with existing infrastructure not able to cope with current levels of population. Those suggested were Epping, Chigwell, Theydon Bois, Buckhurst Hill. Other areas suggested more specific items that they currently require, Lower Nazeing suggesting a village hall/community centre and Ongar a secondary school. Traffic was identified as a major issue, with roads currently struggling to cope with present levels. Chigwell, Theydon Bois, Buckhurst Hill and Epping all expressed this as an important factor to take into consideration for future growth. Public transport has also been frequently identified as under considerable strain with Theydon Bois and Epping Central Line stations at capacity. There is a lack of provision of public transport in the rest of the district with North Weald and Ongar being highlighted. Water pressure and sewerage capacity were seen as issues within certain areas, specifically North Weald, Buckhurst Hill, Epping and Chigwell. Broadband was seen as a potential problem - the lack of it within more rural areas, but also the additional strain on the existing network. This could be a potential issue for local businesses. Many were concerned with a perceived lack of existing recreational areas and sporting facilities. There was a suggestion that Green Belt, open space and countryside should be protected for the role they play for leisure provision. Healthcare was also cited of importance, with many suggesting that current waiting times were already too long and appointments too hard to arrange.

Climate change (questions 93 to 94)

Q93	<i>Have the relevant issues in relation to climate change in Epping Forest district been identified?</i>
Yes	1003 (30%)
No	2395 (70%)
Comments	A common theme for those who replied no was that the potential level of development proposed by the Local Plan was not compatible with the aim of reducing the impacts of climate change. Many consultees felt that the impact of growth on issues such as air quality, carbon emissions, noise pollution, and in particular water supply, had not been properly considered.

Q94	<i>Have the right options been identified to address these issues?</i>
Yes	714 (57%)
No	537 (43%)
Comments	Opinion on the options identified was split, with more respondents agreeing with them than disagreeing. Many people recognised the importance of reducing the impact of new development by including small scale carbon reduction schemes. Others felt that the re-use of redundant buildings should be a priority. A large number of respondents felt that issues around water usage were particularly important in terms of both reducing usage and harvesting rainwater for use on a domestic scale.

Community facilities (questions 95 to 96)

Q95	<i>Have the relevant issues in relation to community facilities in Epping Forest district been identified?</i>
Yes	749 (26%)
No	2177 (74%)
Comments	There is a perceived lack of community facilities in particular areas. Waltham Abbey was suggested as one particular settlement where residents did not have sufficient access to community facilities. More rural areas also do not have access to adequate community facilities - eg. Lower Sheering and Lower Nazeing do not have a village hall. Many respondents said that they do not have access to adequate leisure facilities. Some residents stated that Loughton Athletics Club does not have adequate facilities, and that there was a lack of accessibility to athletics facilities around the district. There were more general suggestions of a lack of sporting facilities around the district, especially Loughton, Theydon Bois, Epping, and Chigwell. There was a strong feeling that the Green Belt and open spaces such as the Metropolitan Police Ground (MPG) should be maintained for leisure purposes. The perceived lack of leisure and sporting facilities in Chigwell

	was cited as a reason not to remove either Green Belt or the MPG as important leisure resources. Some responses suggested a need for more facilities for children across the district, including young adults and teenagers in Nazeing. There were some comments that schools were currently inadequate across the district, specifically with children in Chigwell and Ongar having to travel to schools in other districts. Some commented that, since the loss of Centre Point in Epping, there was a lack of Adult Education facilities in Epping. People also mentioned that there was currently a lack of health and emergency services to satisfy the district, specifically in Buckhurst Hill, Chigwell and Roydon.
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Q96	<i>Have the right options been identified to address these issues?</i>
Yes	515 (18%)
No	2375 (82%)
Comments	A large volume of criticism said the Council was suggesting the removal of open space and other facilities, rather than ensuring protection and maintenance. Many suggested that more weight should be given to Village Design Statements and community involvement within the Local Plan Process. This would include local communities registering green space for inclusion in the Local Plan. Sport England raised concerns that both the playing pitch assessment and the sports facility assessment are not considered to accord with paragraph 73 of the NPPF. The full extent of sports facility needs many therefore not be identified or be inaccurate so the Local Plan may not be addressing all the appropriate issues. There was a suggestion that EFDC neglected to consider the needs of the elderly and the associated demands on local services. A separate comment was that, aside from the village hall, Thornwood has no community facilities at all.

Anything else (question 97)

Q97	<i>Is there anything else you would like to add?</i>
Comments	Many respondents criticised the Council for proposing loss of Green Belt and countryside, and reinforced the suggestion that (a) it should look first at brownfield land, and (b) the 'correct balance' between housing growth needs and protection of the countryside is considered. There was a lot of concern expressed about infrastructure capacity, much of which is already under strain. Schools, roads, the Central Line and youth play areas were frequently mentioned. Chigwell, Theydon Bois,

	North Weald and Ongar were cited as particular examples. Roydon and Willingale specifically requested policy protection for their playing fields. A large number of responses to this question were about the problems of responding to the consultation. There was heavy criticism of a lack of publicity for both drop-in sessions and the whole consultation process and period. Many suggested that Community Choices was too complex for most people. Many also found the online version of the questionnaire difficult to use, and said that it left some people unable to respond. Others wanted more weight to be given to protecting the heritage and character of certain areas - Theydon Bois, Chigwell and Waltham Abbey being particularly mentioned. Responses suggested that if growth is necessary, it should take place in areas with existing infrastructure which is adequate to cope with increased numbers, specifically Harlow.
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Interim Sustainability Appraisal (question 98)

Q98	<i>Do you consider the draft Sites Appraisal Proforma includes the right factors for assessing sites in Epping Forest District?</i>
Yes	303 (14%)
No	1812 (86%)
Comments	Many respondents stated that, as the individual criteria do not specifically use the term “sustainability”, the form is not fit for use. Officers designed the criteria so that when taken together all the criteria add up to an assessment of the relative sustainability of each potential development location. A separate set of criteria for the assessment of Green Belt boundaries was agreed by Local Plan Cabinet Committee on 3 September 2012. Some comments stressed the need to ensure proper coordination between the Sustainability Appraisal process and the Green Belt boundary assessment. These processes are being taken forward in tandem by officers, and the outcomes will be presented to Members in due course. Ensure that landscape designations/areas are not confused with Green Belt policy designations. These are separate policy choices, and it must be made clear where the relevant distinctions are. These matters have been kept separate in the two sets of criteria, although there is recognition that the landscape character is likely to contribute to the achievement of Green Belt purposes in some instances. Criteria should be included to assess the potential use of agricultural land for development, and it should ensure that the highest grade agricultural land is protected from development. No criteria were proposed under the Housing section, although it has been suggested that mechanisms should be included that show the relative deliverability of sites and the number of units that could be provided, so that alternative sites can be compared in terms of their

	contribution to overall housing supply in accordance with the NPPF. In the Community and Wellbeing section, the proximity to existing services and facilities is included, but the ability for a potential site to provide new services is not included and should be.
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