

Epping Forest District Council Representations to the Draft Local Plan Consultation 2016 (Regulation 18)

Stakeholder ID	4370	Name	(Name not provided)	Delew
----------------	------	------	---------------------	-------

Method	Email
--------	-------

Date	11/12/2016
------	------------

This document has been created using information from the Council's database of responses to the Draft Local Plan Consultation 2016. Some elements of the full response such as formatting and images may not appear accurately. Should you wish to review the original response, please contact the Planning Policy team: ldfconsult@eppingforestdc.gov.uk

Letter or Email Response:

As residents of North Weald Bassett this response is mainly aimed at that area however in general we feel the plan is overly concerned with house building on a scale that is beyond an acceptable density for the areas where they are being considered. The plan also lacks sufficient safe guards to ensure that the required development of infrastructure is delivered in line with the more economically attractive housing development projects that would be allowed under this plan. Specifically; SR 0072 21 homes would be a hugely intrusive building plan there is little prospect of the users having access to a main road that would not either be leading straight off of the A414 round about or onto the A414 itself. This would mean a number of things firstly a dangerous exit from those homes onto either a national speed limit road with minimal or possibly no street lighting or onto a road with cars turning such a road. This would most likely mean an increase in the use of private cars with the associated issues that would cause this is something the local council have objected to previously when a plan was put forward to build apartments near the Blakes Golf course site. SR 0036 this proposal should be seem as beyond the acceptable density of building that should be considered for any site and would be a huge increase in the population to that party of North Weald. This development would bring a large number of issues; The allowed density of building would mean houses built that would not be in keeping with the local area as they would have to be terraced and with only the minimum of outdoor space it is also difficult to see how they would be built with out issues of being overlooked. Access to this area would appear to be very difficult there is no clear evidence that it would be accessible via existing roads without bringing massive congestion issues to those roads and create a safety issue for children who live in those areas or attend the local school. Option two for access would be onto the A414 an unlit and unpaved national speed limit road which would in itself be extremely dangerous given the massive differences in speeds that would create between cars who would be traveling towards Harlow and be an extensive safety issue for those turning out towards the Talbot roundabout. The kind of options that would be available such as traffic lights would restrict traffic on a core access route to the M11 increasing congestion. Both options bring safety issues and an increased reliance on private car use and associated congestion. As a separate point the council consider children in that area as not in need of funded school buses to Epping for secondary schooling as they can travel down this unpaved and unlit road and cross the motorway entrance by foot to Harlow? how would a further 288 homes most potentially with children cope other than to drive to Epping causing further congestion the plan aims to avoid. Beyond the point of connection is services the plan centers on areas for home building but has not dedicated sites for retail or facilities associated with residential areas meaning there are no guarantees they will be built in line with the plans given. Sections 4 and 6 of the plan sets out that infrastructure must be part of the considered plan however it is not clear who will decide if it is appropriate nor is it clear what the enforcement plan to go along with

Response to the Draft Local Plan Consultation 2016 (Regulation 18)

Stakeholder ID	4370
----------------	------

Name	(Name not provided) Delew
------	---------------------------

that. It should be of no surprise that it is a great concern to existing residents that plans would be put forward with infrastructure considerations only for them to be dropped or prove to be uneconomical later. The plan does not provide sufficient safe guards that elements other than the economically attractive house building will be executed. GRT_N_06 this part of the plan is exceptionally bad planning it would put a traveler site at the center of a heavily residential area it is unclear how it would be accessed and unclear that it would be a suitable location for travelers/ It is hard to see how facilities could be provided that would be compatible for travelers and quality of life for the residents and this part of the plan should be dropped. The other considered residential areas around North Weald all suffer from similar issues of private car dependence and access to main roads without choking roads with traffic or creating safety concerns. The plan sets out that North Weald is dependent on other areas for facilities this plan would increase this hugely there is very little chance that this is an executable plan as the infrastructure requires a massive level of development. This is a criticism that I level at both the plan and the current level of infrastructure particularly transportation which is hugely inadequate at present and would need to be improved enormously the consideration that the volunteer railway is a big part of that is faintly ridiculous. Issues with the Ongar to Epping Railway; this is a volunteer service and not likely to be held to levels of service that would provide a viable commuter service at a price that would be competitive. The local parish council has also voiced that their position would not be supportive of a proposal from the railway to run such a service siting issues of congestion and parking difficulty. The current bus service is also restricted there is no bus after 8/125pm from Epping that reaches North Weald this is a huge restriction on the development of the area and will encourage the take up of older residence as younger families will not see it as a viable commutable location. Those who do move to the area will not wait for an improved service they will drive increasing the congestion issues in North Weald and in Epping . To summarise; The plan sets out areas of overly dense house building for the areas being considered. New areas would not prove to be a natural extension to the area bringing more car use and new safety concerns as outlined above. The infrastructure plan does not come with adequate safe guards that it would be delivered along with the more economically viable and attractive housing projects/ Transport is under considered. Areas for residential facilities are under considered. Consideration of local council objections to similar plans presented in the past. Whilst we appreciate development is a natural need given the pressures faced by councils across the south east and how difficult it is to please everyone in a large scale development such as this however the ramifications of not considering the issues here would be a problem that the area would not be able to over come in the future. Regards Mr, Mrs Delew

Response to the Draft Local Plan Consultation 2016 (Regulation 18)