

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

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Method	Email		
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Letter or Email Response:

Response to Draft Local Plan Consultation - 31/10 - 12/12/16 Please find below my response to the Local Plan Consultation. I am responding via email to the consultation. The responses below are a true and accurate representation of my views and are backed up with specific date, examples or evidence as I believe are required. 1. North Weald Bassett is a village the fact that over 24% of the proposed housing allocation outlined in the draft plan is proposed for this village in totally unacceptable. This equates to a 78% increase in the number of dwellings proposed in our village, as currently the number of dwellings is approximately 2,014. 2. Paragraph 157 of the NPPF states that 'Crucially, Local Plans should identify land where development would be inappropriate, for instance because of its environmental or historic significance. Clearly this paragraph refers to North Weald Airfield. 3. The Infrastructure Delivery Plan refers to community facilities being required but does not identify investment or appropriate locations for such facilities. Any facilities should only be accommodated within areas of land already identified for development and not be located on green belt land. 4. Any new developments should be of appropriate scale and density to continue to reflect North Weald as a village, as deemed by the Masterplan Study which is referred to in the local plan, the number of sites should be reduced and loss of greenbelt land should therefore be minimised. 5. Development in the North Weald Bassett Parish cannot be considered fully and realistically as the infrastructure report referred to in the Local Plan highlights many problems that are currently being suffered by residents and does not provide any solution. These problems such as traffic, commuter problems, bus service, hospitals, mental health, doctor surgeries affect many residents adversely and there are no planned infrastructure investment or solutions confirmed to rectify these. 6. The proposed allocation for North Weald goes directly against the wishes of residents to ensure North Weald remains a village as confirmed in the Masterplan. 7. North Weald is known as an area that floods easily and some years ago, an investment into the flood relief scheme was made to improve this. No reference to this is made in the local plan with the proposed increase of over 70% in homes this will need to be reviewed. In 2016 the local Library in the village was flooded resulting in it being closed for nearly three weeks. Some of the areas suggested for development have proximity to rivers and streams including the Vicarage Lane development. 8. In the Infrastructure Delivery Plan confirms that are limited options for local highway intervention within Epping and local surrounding area, some of this is due to protected land and this would include North Weald. The focus then refers to encourage sustainable transport modes such as walking and cycling. This is not relevant for traveling between North Weald and Epping because of a fast-moving traffic (national speed limit) and very busy roads, no street lighting and width of pavements. So, no solution appears to be available to not only improve the currently congested roads but also to avoid in a rapidly increasing problem caused by the development suggested for North Weald in the local plan. 9. Referring again to same Infrastructure Delivery Plan, limited opportunities for funding will mean that additional growth in the District will be

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largely accommodated by making use of existing transport networks. This is already proving problematic with car journeys between North Weald and Epping between the hours of 8am and 9am on weekdays can take if 35 - 40 minutes for a 5-mile journey resulting in commuter travelling, school students and employees arriving late. The bus service is unreliable and provides a very limited service at the weekend and is expensive. With the proposed development of an increase of over 70% homes in the village of North Weald alone, this will only cause further problems, delays, and potential accidents. 10. The Infrastructure Delivery Plan refers to a recommendation of the means of cycling as transport because of limited highway potential. The Epping Forest District Cycling Action Plan as already confirmed some key barriers to cycling including lack of signposts, fragmented provisions, limited cycle parking facilities, congested roads, limited crossings, hilly topography in addition to these must include lack of street lighting, width of pavements, speed of traffic. Therefore, this cannot be a recommendation that would be of high impact in lessening worsening congestion problems and accidents in the area with an increase in development of over 70% in the area. 11. It is widely assumed that many residents will be commuter using underground links into London. Whilst the Infrastructure Delivery plan refers that the current underground is a significant concern for residents, particularly the parking. Currently if you try and park at Epping on a weekday after 7am it is impossible and this will only increase with many more residents in the area. 12. Traffic congestion has worsened since the developments in North Weald including Blenheim Square and the Kings Wood development in Epping. Travel time between North Weald and Epping can take over 40 minutes in the morning, especially between the times of 8am and 9am on weekdays. With such a high increase proposed for the area and no infrastructure investment or plans confirmed or even possible considering the Draft Infrastructure Delivery Report there is no easy solution to this. 13. North Weald is a village, it is not a town. Proposed developments need to take this into consideration.Redacted....