

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

Stakeholder ID	3840	Name	(Name not provided)	Holt
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Method	Letter
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Date	12/12/2016
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Letter or Email Response:

My wife and I have lived in Loughton for more than 50 years and have appreciated its environment and ambiance. We are concerned that recent developments already under construction at the western end of Debden Broadway and the Retail Park in Langston Road are changing the area's character. Our comments on the proposals contained in the Draft Local Plan are as follows:

- More than 1,000 new homes on 12 different sites around Loughton are detailed. With an average local occupancy of 2.2 persons per dwelling (2011 Census) this will lead to approximately 2,600 more people and a significant increase in local traffic. Whilst the Plan mentions improving local "infrastructure", no mention is made of the "traffic impacts". This is a significant omission, especially considering the poor quality of the local road network. It is well known that new housing developments generate traffic movements and that the road network needs to be upgraded/adapted to accommodate them. Any proposed new housing/commercial developments should be required to "fund" such road improvements, and this needs to be incorporated into the Final Local Plan. Would you please ensure that "funding of road improvements" is incorporated into the planning permission requirements.
- Housing developments in Loughton are proposed for Debden Greens (Jessel and Rochford Greens), Car Parks (principally at Loughton and Debden Stations) and along Borders Lane. The two Greens are intrinsic to the "nature and character" of the Debden area and its ambiance. Rochford Green is only about 100 yards away. Building on those "Green" sites will change the character of the Debden area and should not proceed. They are vital as safe play areas for the local children. My wife and I are already considering moving because of the changes from the existing commercial developments.
- The housing developments should start in Borders Lane. The two sites there are the least used by local residents. One of them can be classified as a Brownfield site.
- Commuter parking in the streets around Loughton and Debden stations is already a nightmare. Commuters park outside our house regularly (including today), even though it is 5 - 6 minute walk to Debden station. No commercial housing development should be allowed on the station car park sites until new "adjacent" parking provision has been made. This can be done by building multi-storey (2-3 storeys) car parks "south" of Debden station (within the Langston Road development) and "east" of Loughton station in the sports field between Roding Road and Lancaster Drive. The new car parks could be linked directly into the stations and will significantly increase parking for rail users. Only after these new car parks are open can the housing developments take place. Without this there will be an unacceptable loss in station parking, exacerbating the already "nightmare" local parking situation. Funding for these new car parks can come from the new housing developments and/or a "car-parking franchise" for the two sites.
- Little is mentioned in the Plan about the type of planned housing and its density. It is assumed that this will consist of many "flats". In view of the local Life Expectancy trends shown in Figure 2.7 in the Plan, what provision is being made for the increasingly elderly population? "Flats" are

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unlikely to be appropriate for the elderly. • There should be a limit of four storeys to any proposed housing developments, similar to the existing flats alongside Debden station. The seven storey retail building under construction at the eastern end of Debden Broadway should NOT be used as template - it is a “retail” development. My wife and I were part of the local residents who objected officially to the planning permission for that building.