

Our ref: preferred option consolation
Your ref: [REDACTED]

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Dear Sir

Epping Forest Local Plan Consultation

We welcome the opportunity to comment upon your local plan. We note that you have coordinated your local plan. This approach is to be commended as it gives a much better overview of the effect of development over a wider area than an individual district.

We have been talking to the districts for a long time about their aspirations for growth, and it is recognised that large parts of the district are rural and access to public transport can be difficult. Parts of the strategic road network running through the districts are already close to capacity and cannot reasonably cope with large amounts of additional development without significant improvement.

This has been recognised in the governments first Roads Investment Strategy (RIS-1) published in 2014, which committed Highways England to carry out improvements to M11 J7. The District and Essex County Council have aspirations for a new junction on the M11 at Harlow (in Epping Forest District) and successfully persuaded the DFT to switch funding from the RIS scheme to improve M11 J7 to help fund a new J7a on the M11. Highways England is now working with Essex County Council on delivery of the new junction

Careful planning to ensure proposed development is in the most appropriate place with the necessary facilities and infrastructure available at the right time and steps change both in the provision and take up of public transport, if this level of proposed development around Harlow is to be sustainable.

We support the policies in the plan aimed at reducing the need to travel by private car, such as improved walking, cycling and public transport infrastructure, and the provision

of high speed broadband allowing people to more easily communicate and work remotely reducing the demand for travel.

Turning to comments upon the specific site proposals

Waltham Abbey he proposed level of development in Waltham Abbey altham Abbey likely to have an impact upon the M25 and it Junction particularly 26 this will need to accessed and mitigated as appropriate

Ongar On its own this level of development is unlikely to have a significant affect upon the strategic Road Network.

Buckland Hill On its own this level of development is unlikely to have a significant affect upon the strategic Road Network.

North Weald Development at North weald is likely to have an impact upon M11 J7 this will need to accessed and mitigated as appropriate

Chigwell On its own this level of development is unlikely to have a significant affect upon the strategic Road Network.

Theydon Bois On its own this level of development is unlikely to have a significant affect upon the strategic Road Network.

Roydon On its own this level of development is unlikely to have a significant affect upon the strategic Road Network.

Nazing On its own this level of development is unlikely to have a significant affect upon the strategic Road Network.

Thornwood On its own this level of development is unlikely to have a significant affect upon the strategic Road Network.

Coopersfeild, Fyfeild On its own this level of development is unlikely to have a significant affect upon the strategic Road Network.

High Ongar On its own this level of development is unlikely to have a significant affect upon the strategic Road Network.

Rural East On its own this level of development is unlikely to have a significant affect upon the strategic Road Network.

Epping On its own this level of development is unlikely to have a significant affect upon the strategic Road Network.

Loughton Development in Loughton is likely to have an impact upon M11 J5 this will need to be assessed and mitigated as appropriate

Harlow

All of the proposed Developments in and around Harlow will affect the M11 and its junctions, There are proposals for a new M11 J7a currently being processed and all developments should be proportionally contributing to the cost of the Scheme.

Latton Priory This level of development is likely to have a severe affect upon M11 J7 this will need appropriate assessment and mitigation to maintain the function of the junction.

Water Lane an appropriate assessment to establish not only the level of contribution to M11 J7a but also if any mitigation will be required for M11 J7

Harlow East 5.3 an appropriate assessment to establish not only the level of contribution to M11 J7a but also if any mitigation will be required for M11 J7

I am concerned that no cumulative impact assessment has not been carried out and although individually the proposed development are unlikely to have a severe impact on the Strategic Road Network However together they have the potential to.

Yours sincerely



Operations (East)

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