

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

Stakeholder ID	4368	Name	Roger	D Mew
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Date	12/12/2016
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Letter or Email Response:

CHIGWELL NEIGHBOURHOOD PLAN Having studied the published literature and taking into account there must be 400 homes constructed in Chigwell my comments follow. 1)At peak times the traffic flow along Chigwell High Road and Chigwell Road towards Woodford Bridge is unreasonably dense so any further housing construction will exacerbate this to the benefit of nobody. This is even before the imminent completion of the new school in Luxborough Lane and surrounding houses. 2)The existing volume of traffic needing to park even temporarily in Brook Parade is too great with the consequence of cars parking illegally partly on the pavement on the High Road. This creates danger when cars are trying to enter the High Road from Brook Parade because the capability of seeing cars travelling along the High Road is compromised severely. The parking wardens rarely visit so there is no discouragement to overstay parking beyond the two hour maximum time limit nor to parking on the High Road pavement. Frequently cars without blue badges park unpunished in the marked disabled bays. 3)I object to the proposal to develop the land at Chigwell Nursery because it involves the loss of Green Belt and creates yet another access point emerging on to the High Road. The site line from the existing Nursery access/exit is unsafe as it also is from Luxborough Lane to the High Road. The volume of traffic entering/leaving a developed Nursery site will increase and will be almost opposite the entrance/exit of Chigwell Golf Club thereby increasing the danger and risk. I fail to understand the statement that the development would "ensure...no further encroachment into the Green belt to the north west" because of the future possibility of access to such land from either Luxborough Lane or via the two suspicious gates at the cul-de-sac lower end of Chigwell Park Drive. 4)Long time-consuming traffic jams occur at peak times at the roundabout at Rolls Park so the proposal for 50 homes to be constructed nearby will worsen the traffic density and create yet another access point joining the High Road. 5)Another traffic worsening situation would be the development of land at Chigwell Convent and Grange Court and in due course extra development at West Hatch. 6)There being few employment opportunities in Chigwell means that the occupiers of newly built houses will have to travel elsewhere to work. This will place increased strain on the already over-crowded tube trains when spoke of the trains in service have been withdrawn. The likelihood of extra travellers by tube is that they will drive as near to the station as possible then try to park in the vicinity for the entire working day. With the lack of station parking facilities this means more parking on nearby residential streets where for several years the residents have endured difficulty with access to their own drives and the inability for rescue and service vehicles to access certain areas. 7)In summary, I object to the release of Green Belt land, to creating more access points on to Chigwell High Road and to additional traffic problems arising from an increase in population.

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