

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

Stakeholder ID	4433	Name	Alan Beal-Forbes
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### Letter or Email Response:

Dear All I'm a Roydon village resident [Redacted] would offer various comments as set out below and shall be glad if they can be considered.

**GENERAL** 1. The total figure for EFDC is 11,400 houses but of relevance to Roydon there are proposals to extend Sumners and Katherines(S/K) with a total of 2,100. Please confirm that all brown fields sites in EFDC have been accounted for. 2. Please confirm that the draft plan is not an entirely desk top/consultation exercise and that officers have actually visited /walk along/driven along all relevant roads(especially during rush hours), visited and if possible walked over possible sites for housing as I am given to understand that in the case of the recent Roydon Marina application(which was refused) that the relevant officer had not troubled/troubled to visit the actual area/site.

**OTHER POINTS** 1. With regards to the overall vision for EFDC Etc. I've no real quarrel in view of the Govt's stance on new housing but:- Thousands of new houses means that vital infrastructure in the EDFC are must be given priority over all(the sewerage plant at Rye Meads is up to its capacity) including doctors(Roydon no longer has a surgery as you hopefully know), water, schools, hospitals, fast broadband, etc. Although only 1.5% of current Green Belt land will be released, the balance between urban areas and rural communities must be maintained. For example the Sumners/Kath. extensions would engulf Old House Lane and butt onto Broadley Common thus breaching the non merger of settlements purposes. With regards to the S/K proposals, with their 2100 houses, roads serving Roydon(including the B181) are very narrow(which I hope officers are actually aware of especially in the rush hours and have personally experienced perhaps) with huge tail backs at Roydon Station's level crossing. Roydon has the only mainline station in EFDC district and with only very limited Nat. Parks car park(which in turns causing problems on nearby residential roads) so S/K would have very serious impact throughout Roydon Parish. Bear in mind with the ever increasing car use then assuming each house on S/K has one car there would be an extra 2100 cars but as it is common for people to have 2 cars you could be looking at 3000 plus vehicles. Therefore, particularly as the B181 seems to be used as a "rat run" between Harlow and Epping(for the Tube station), it is hard to see how Roydon could preserve its rural character. There is no mention of the Central Line in the plan but to reduce pressure but perhaps you could approach TFL to consider now a branch line off the Epping -Ongar track beside the M11 and then across to a Central line Station on the southern side of Harlow-how about it???????????????? Harlow Town Council are very keen (as you know hopefully) to have Cross Rail II extended to Harlow(and perhaps beyond) as it wishes to generate more industry -has this possibility been taken into account bearing in mind it would also go through Roydon? 2. Public Health England's development at Pinnacles, although welcome, will further increase pressure as some 2700 people are expected to be working there by 2024(where will they all live?). Has this been taken into account as you will need to ensure that motor traffic from that and other new developments is channelled towards Harlow Town's road network rather than on to rural roads(such as Roydon's road(bear in mind there is a weight restriction of 7 and a half MT over the small bridge on the B181 just over

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the Roydon level crossing going towards Stanstead Abbots. Air pollution and local congestion are other points. 3. Triam carrying capacity especially from Harlow and during rush hours should be considered with Greater Anglia as even now, although I only travel in rush hours rarely, I have on occasions had to stand from Roydon to at least Tottenham Hale. 4. Sumners and Katherine's are far removed from the town's centre of gravity and if built would transfer pressure to settlements in Roydon Parish especially to our rural roads. I hope that the above comments give some food for thought and are of some assistance. Alan Beal-Forbes