

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

Stakeholder ID 2702 Name Melissa Watson

Method Survey

Date

This document has been created using information from the Council's database of responses to the Draft Local Plan Consultation 2016. Some elements of the full response such as formatting and images may not appear accurately. Should you wish to review the original response, please contact the Planning Policy team: ldfconsult@eppingforestdc.gov.uk

Survey Response:

1. Do you agree with the overall vision that the Draft Plan sets out for Epping Forest District?

Disagree

Please explain your choice in Question 1:

2. Do you agree with the overall vision that the Draft Plan sets out for Epping Forest District?

Strongly disagree

Please explain your choice in Question 2:

3. Do you agree with the proposals for development around Harlow?

Disagree

Please explain your choice in Question 3:

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4. Do you agree with the proposed shopping area in...

Epping?

No

Buckhurst Hill?

No

Loughton Broadway?

No

Chipping Ongar?

No

Loughton High Road?

No

Waltham Abbey?

No

Please explain your choice in Question 4:

5. Do you agree with the proposals for new employment development?

No opinion

Please explain your choice in Question 5:

6. Do you agree with the proposed sites in your area?

Epping (Draft Policy P 1):

No

Please provide reasons for your view on Epping:

Loughton (Draft Policy P 2)

No

Please provide reasons for your view on Loughton:

Waltham Abbey (Draft Policy P 3)

No opinion

Please provide reasons for your view on Waltham Abbey:

Chipping Ongar (Draft Policy P 4)

No opinion

Please provide reasons for your view on Chipping Ongar:

Buckhurst Hill (Draft Policy P 5)

No opinion

Please provide reasons for your view on Buckhurst Hill:

North Weald Bassett (Draft Policy P 6)

No opinion

Please provide reasons for your view on North Weald Bassett:

Chigwell (Draft Policy P 7)

No opinion

Please provide reasons for your view on North Weald Bassett:

Theydon Bois (Draft Policy P 8)

No opinion

Please provide reasons for your view on Theydon Bois:

Roydon (Draft Policy P 9)

No opinion

Please provide reasons for your view on Roydon:

Nazeing (Draft Policy P 10)

No opinion

Please provide reasons for your view on Nazeing:

Thornwood (Draft Policy P 11)

No opinion

Please provide reasons for your view on Thornwood:

Coopersale, Fyfield, High Ongar, Lower Sheering, Moreton, Sewardstonbury, Sheering, Stapleford Abbots (Draft Policy P 12)

No opinion

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Please provide reasons for your view on Coopersale, Fyfield, High Ongar, Lower Sheering, Moreton, Sewardstonbury, Sheering, Stapleford Abbots:

7. Do you agree with the approach to infrastructure provision being proposed in the plan?

Agree

Please explain your choice in Question 7:

8. An Interim Sustainability Appraisal has been commissioned to support the Draft Local Plan. We would welcome any comments you may have on this.
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9. Do you wish to comment on any other policies in the Draft Local Plan?

This letter is to inform you of our objections to the proposal to increase the housing within the Debden area, at the cost of the public greens. The increase of housing will provide new families a home, it will also increase the burden on the already strained infrastructure. The main arteries through the estate are already subject to heavy traffic for long periods of time during the day, which will only increase with the high amount of additional homes. Emergency services This results not only in frustration and inconvenience to commuters, but could also pose safety risks. With a further increase in traffic, emergency services will require longer travel time to reach destination of report; this ultimately could cause a drop in their level of efficiency. Hospitals and Ambulance services Nearest hospital is in Epping (does not feature an A&E) Nearest A&E is either Harlow or Whipps Cross (features A&E) Ambulance centre on Rectory Lane They both use important arteries which are already subject to heavy traffic. Especially the route between Debden and Wakes Arms roundabout is often congested with the high number of vehicles travelling to and from the M25 and Harlow. Police services The Essex police force still commands and operates from the police station in Loughton, however the 'police station' has been closed The Essex police station in Epping has been closed By adding a high number of families will there not only be need for police to cover a higher volume of citizens in the area, again the roads will be more congested. Resulting in a decrease in the service level of the police, while they endeavour maintaining the level with the budgets they have access to. Ultimately this means that criminals will have a lower chance of getting caught. Firefighting services The fire station in Loughton Fire engines are larger in size than the common traffic within the dense and small streets of Debden, yet they will have to arrive in a 'speedy' fashion to their destination to control and minimise the damage homes and traffic related accidents. By increasing the traffic and number of parked cars (Debden is not overly generous when it comes to space to drive or park a car), it will be harder for the firefighters to arrive at destination in a short time. These are just first thoughts on the results of budget cutting over the years and an increase in congestion. Summarising this, I can only conclude it is a not a logical step to introduce these new homes; just based on the behaviour, accessibility and availability of the emergency services present around Debden. Improve the services and narrow the catchment areas before increasing the number of residents should have priority over the expansion of Debden. Langston Road Retail Park While we welcome the arrival of a retail park (Langston Road) and possible full junction to the M11, it will also pose threats to our living standards when combined with the arrival of the new homes. At the best of times the infrastructure already buckles (as mentioned in the section before), however a high volume of visitors to the retail park will add more congestion. We acknowledge the improvement work on Rectory Lane (widening the roads, adding lanes), this feels that it resolves the issues with the traffic in regards to the retail park and does not function to alleviate the congestion of the additional housing. During rush hour, the cars already tailback a long stretch over Rectory

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Lane in both directions. Additional lanes are welcome for the current situation; however, it won't be sufficient to sustain an increase of traffic caused by the retail park and housing. To be completely honest, I fear that for just the retail park this might be just about adequate. To summarise, we feel that this is closely related to the previously mentioned issues: our infrastructure is just not good enough. Further improvements to the current infrastructure should be made to be able to cope with an increase of visitors to Debden as well as an increase in residents -prior to the development of new housing. Tube station and Train/Bus services I kept this part of the letter till quite late, as I wondered how to start this section....Redacted.... The station is old, we have to queue to get into the station and we have to queue to get out. It is not good enough, it is simply not big enough. The services more often go over the 'Loop' ("via Newbury Park") than they go to Debden. This often results in heavily populated trains to Debden. That is already happening, that is already currently going on. Now imagine the additional number of commuters the new developments will add to this situation. It will become unbearable and the services are again not adequate enough. We respect that this is also an issue for the Transport for London (TfL), but it will be illogical to add any further to this problem from a development point of view. And what about the bus services recently stopped? The situations with new homes require bus services which are more efficient and more in number, not less. To summarise, we feel that the public transport services are not sufficient enough to cope with the current situation, let alone cope with an increase of residents. Therefore, it would be of the best interest to the people of Debden that the station's capacity will be increased, amount of services to and from Debden during rush hours to be increased and more efficient bush routes are created throughout Debden. Public hubs Several pubs which have been part of Debden for a long time have been removed, the most famous ones being the Golden Lion and Sir Winston Churchill. These were pubs which were frequently by residents with all different backgrounds and offered a space of relaxation and socialising. With a decrease in pubs and open houses, the offered alternatives are either too far away or too crowded. This means that a large group of the society have lost their social connections and place to find entertainment and relaxation while enjoying a drink. These locations are now used for developments, with little to offer to the residents other than plenty of new neighbours. But no pubs. Green spaces, family life and Schools Debden was created with a vision for children and families to enjoy a healthy place to live, grow and prosper. Trees, open spaces and education have always been very important to Debden (which was evidently clear when we moved to Debden a few years ago). This is now all set to be destroyed. Schools Schools will become more crowded and under stress with an influx of new families and children. The schools operate positively as how they are at the moment, however additional funding will be required to maintain the high levels of education throughout the years. We will be sad to learn in the future that the levels of education of Debden will fall over the years post additional developments. This will mean that the future of the kids from Debden will not be as beautiful as it is now. That is something we must not let happen. Green Spaces We love Debden for their green spaces. The high amount of green areas, the high number of trees. It has a village feel over it, it has areas to play with children... And it is all accessible for the sheer majority of 'Debdeners'. Whenever we have visitors who come from outside Debden, they are in awe of our green spaces. Of the spaces, which keep the air cleaner and function as catalysts for the traffic surrounding this area. Of the functions these spaces have, such as letting a dog run wild to have a great time to children playing in the parks. They are in utter awe and that is something to be proud of. That is something everyone in Debden should be proud of. Removing these spaces will only increase the urban-claustrophobia people experience in high density urban areas. The feeling of no open spaces around and just buildings, upon buildings... upon buildings. It will also trap more of the toxic gasses between the houses, there will be less points for the 'air to properly breathe', causing the pollution levels to rise even further. And finally, we are delighted not to own a house nearby a green. The house prices will plummet as soon the green is removed... If this development plan would continue and forced through (despite the objections by the residentsRedacted....). This is not great for homeowners and will not be great for Debden in general. We hope that this letter of objection has touched on points which are open for discussion. If there are any questions or if there are any answers to the potential threats outlined, we greatly welcome and evaluate them.