

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

Stakeholder ID	3496	Name	Peter & Marilyn Gamble
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Date	1/12/2016
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Letter or Email Response:

Dear Sirs, We attended the council meeting on 18th October and the Epping Society meeting at Epping Hall on 14th November as we are concerned about the possible building of houses on the green belt land in our area generally, but particularly on the fields between Kendal Avenue, Hartland Road, the Theydon Grove estate, Stonards Hill and the Epping/Ongar section of the railway. We are only able to specify details about the area we know. These fields are the only open spaces available to the residents in Hartland Road, Kendal Avenue and the off-shoot roads, for people to walk (with or without dogs), and for children to play. Our children spent many happy hours in those fields exploring, and during winter spells, tobogganing down the hills. This is also an area for wildlife - bats, deer (Fallow and Muntjac), badgers, foxes, snakes, birds of prey, green and great spotted woodpeckers, and a variety of other birds - we have seen all those over there. We have stood at the Kendal Avenue entrance of the fields in the summer at dusk, watching the bats. This is one of the areas which is planned for building. Should these fields, or even part of them, be lost to building, it will be detrimental to everyone in this area. In 1986, there was some cutting of trees near the railway, and I contacted the council. The outcome was that some individual trees and the copses were given a preservation order, which I hope still applies. One of the unusual trees is a giant redwood tree, which is in one of the copses. This land was part of the Theydon Grove house grounds, and unusual trees were planted. At the top of the fields is a mound which used to house a windmill, and there are English bluebells there, and in the trees towards the houses, daffodils flower every spring. There would also be the problem of drainage (which is already bad in this area) and sewage. There are boggy areas along the stream which goes through the middle of the fields. There have also been drainage problems at the bottom of the Kendal Avenue cul-de-sac on the Epping/Ongar railway land, leading to the fields. The railway bank at the bottom of our garden had to be built up to take a digger which was taken down to this area to try and solve the problem. Other problems would be access roads. Kendal Avenue is already a very busy rat-run to Epping Station, so extra traffic coming into it would not seem sensible, and would cause more pollution. It would appear that this area is totally unsuitable for building. Another area totally unsuitable for building is at Epping Station, which already has so many problems with commuters going to the car-park, and the coming and going of cars to Epping Station to drop off or pick up down the already busy access road, which has illegal parking while people wait for trains. Living near there, we see it, and any extra cars in this area from residential building would cause a great many extra problems. The building of so many extra houses in Epping would cause many other problems. Schools and doctors would not be able to cope. There is already often a delay before you can get a doctors' appointment at the Limes Medical Centre in Epping. The Underground would be overcrowded at rush-hours. We already get many cars parking at Epping to enable commuters to travel in on the Central Line, which is cheaper than the over-ground railways from areas like Harlow, so they drive to the cheaper Underground. We have lived in Kendal Avenue for 50 years, and have

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seen the parking problems grow, with inconsiderate parking when people get desperate for somewhere to park. We have a parking restriction between 10 a.m. and 11a.m., to cut down on commuter parking, but after 11a.m. the road fills with cars, and at weekends, when there are no parking restrictions, Kendal Avenue is full of cars, sometimes for the whole weekend, or with people going to Westfield Shopping Centre at Stratford - an easy 25 minutes journey on the Central Line. Parking has been a lot worse since Westfield opened. Extra housing in the Epping area would mean many more cars going to Epping Station, even if only to drop off or collect, so pollution is another problem. In the last 50 years there have been a great many houses and flats built in this area. In 1966 they started building the houses on the grounds of an old people's home opposite our house, which is now the Carrisbrook estate, backing on to Station Road, and running into Kendal Avenue. Flats were built at the entrance road to the station, and near the top of Bower Hill. The Ambleside houses were also built, using the back gardens of Kendal Avenue and Station Road houses. We feel that this area has already had its fair share of house building. We hope you will seriously consider the detrimental effect this extra house-building will have on the area. Once our green belt is taken away, it will be gone forever. We need to leave our children and grandchildren the outdoor pleasures we have had over the years in these lovely areas. **...Redacted...** (Theydon Place) This land is part of Bell Common, a green playground with many walkers and a corridor site for local wildlife site including bats. Development of this site would be sprawl and encroachment into high quality countryside with loss of important wildlife habitats.