

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

Stakeholder ID	1368	Name	Nigel Tannahill
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### Letter or Email Response:

Please find our further objections to the plan. We have also attached the same letter in both Word and pdf formats in case the photos in the email do not open in your email client. If required we can supply the original phone photographs. Dear Sir/Madam, EFD Local Plan - Draft Consultation 2016 - SR-0132Ci We are increasingly concerned about the draft proposals for more housing in Epping. The town is struggling now with sluggish traffic. We would also like to bring to your attention that more housing, more cars, and more congestion in Epping can only have a detrimental affect on local businesses. We are fearful that in the future, Epping will be used for access only and driven through only of necessity. People will be disinclined to stop and shop and the parking problems and congestion will only encourage more people to shop in Westfield Stratford, the West End, Harlow or Chelmsford. Indeed, anywhere but Epping, which has too few parking spaces and constant traffic jams. It would be short-sighted to risk the decline of local businesses in Epping whilst focussing on increasing the population. Aside from the congestion caused by increased traffic, and the detrimental effect it will have on our health and that of our children with cars queuing throughout the town belching petrol and diesel fumes, we also need to be aware of protecting the wildlife, ancient trees and hedgerows for future generations. Not to do this would be both neglectful and irresponsible. See sample photos below of live Google Maps - we have at least another dozen - showing the red lines of traffic at a standstill in Epping: Tuesday 17th November 2016 at 14:40 MAP OF TRAFFIC JAME Tuesday 17th November at 15:50 MAP OF TRAFFIC JAM This clearly demonstrates that Epping is very often extremely busy outside of the normal "rush hours". Crucially, how is EFDC tackling air quality and are there plans to make Epping a Low Emission Neighbourhood? Traffic tailback 1st December 13:46 PICTURE OF TRAFFIC JAM 2nd December 15:56 - well after the 'school run'. St John's typically disperses between 15:00 and 15:20 PICTURE OF TRAFFIC JAM More housing would also require the provision of more school places and GPs for new residents. With 1,643 planned houses in Epping and something in the region of 5,000 additional residents, how could the current - oversubscribed - schools and GPs possibly cope? More housing together with more children will have the inevitable knock-on effect of more school buildings being required, presumably on the current Green Belt school site, and this in turn will mean further erosion of the green open spaces. Of particular concern is the loss/ possible relocation of the Epping Sports Club which includes cricket, tennis and bowls, not to mention the cricket field which is used as open space by families and residents. The Sports Club's location in Lower Bury Lane provides easy access for Epping residents on foot especially since it became a no-through road purely because of fears for the safety of students caused by the relocation of the school. As there is no continuous pavement in Lower Bury Lane (see photo below) it is difficult to see how safety can be maintained if the sports club is replaced with housing which would need vehicular access. From a purely practical standpoint this proposal also doesn't yet appear to consider the huge logistical difficulties arising from building and preparation on a site - one that we believe has no mains sewerage provision -

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which would need to negotiate the problems of hundreds of children transitioning the same access routes as heavy plant and machinery for at least a couple of years. Entrance to Lower Bury Lane from the High Street - note lack of pavement on right-hand side of the road. The pavement on the left extends only as far as the last tree pictured. Students occupy the entire width of the lane when exiting the school. Furthermore, dwellings in Bury Lane - a fast main road - would also cause more chaos and congestion to the roads and junctions south of the town as this is the location of the school's main car and bus entrance. Significantly, there would be the loss of Green Belt land and the spectacular views of fields and trees surrounding Epping to the Southwest. We cannot emphasise enough that the draft proposal of 49-65 houses on site SR-0132Ci needs further, serious consideration.

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