

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

Stakeholder ID 4773 Name David and Shirley Weetch

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?

Strongly disagree

Please explain your choice in Question 1:

How can a vision be honest and sincere if it envisages building 360 new houses in Theydon Bois, much of it on the Green Belt. That is certainly no way of protecting EFDCs Green Belt and environment.

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:

Again there is no justification for invasion of Green Belt land and this appears to have been ignored by the draft local plan. Villages such as Theydon Bois simply do not have the infrastructure or scope for infrastructure to support development on such a huge scale.

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

No opinion

Please explain your choice in Question 3:

Not being fully familiar with the areas identified, we feel unable to express an informed opinion. We would however be against the proposed development if it encroached on Green Belt land.

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

Epping?

Buckhurst Hill?

Loughton Broadway?

Chipping Ongar?

Loughton High Road?

Waltham Abbey?

Please explain your choice in Question 4:

We currently enjoy patronising excellent local facilities in Theydon Bois and we would strongly object to any Primary Shopping Area which would threaten to remove trade from local facilities.

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

Disagree

Please explain your choice in Question 5:

Vehicle parking in Theydon Bois has already reached saturation point as has the Central Line and the infrequency of any other transport links would together be entirely unable to sustain new employment development. In any event, Green Belt land must not be used for any such development.

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

Epping (Draft Policy P 1):

Please provide reasons for your view on Epping:

Loughton (Draft Policy P 2)

Please provide reasons for your view on Loughton:

Waltham Abbey (Draft Policy P 3)

Please provide reasons for your view on Waltham Abbey:

Chipping Ongar (Draft Policy P 4)

Please provide reasons for your view on Chipping Ongar:

Buckhurst Hill (Draft Policy P 5)

Please provide reasons for your view on Buckhurst Hill:

North Weald Bassett (Draft Policy P 6)

Please provide reasons for your view on North Weald Bassett:

Chigwell (Draft Policy P 7)

Please provide reasons for your view on North Weald Bassett:

Theydon Bois (Draft Policy P 8)

Yes

Please provide reasons for your view on Theydon Bois:

We certainly do not agree with the proposed sites in Theydon Bois, most of which are on Green Belt land. One site in particular has had a succession of applications refused for this reason. It is no exaggeration to add that we are appalled by the possibility that 360 houses might be built in Theydon Bois which would completely change the character of the rural neighbourhood. As we have already commented there is no scope for the scale of infrastructure that such a huge development would require. As an example, it is currently difficult to obtain a doctors appointment in less than three weeks. As far as we are aware, the village school is full to capacity. Apart from the Central Line which in our experience is already running at full capacity, there is very limited public transport. Offers from landowners should not be regarded as an acceptable reason for development on Green Belt land.

Roydon (Draft Policy P 9)

Please provide reasons for your view on Roydon:

Nazeing (Draft Policy P 10)

Please provide reasons for your view on Nazeing:

Thornwood (Draft Policy P 11)

Please provide reasons for your view on Thornwood:

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

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?

Strongly disagree

Please explain your choice in Question 7:

It is not stated in the plan what the specific requirement for infrastructure will be. No doubt we shall have the opportunity to comment when the Infrastructure Delivery Plan is published.

8. An Interim Sustainability Appraisal has been commissioned to support the Draft Local Plan. We would welcome any comments you may have on this.

We understand that the Interim Sustainability Appraisal does not support the wide dispersal of development in and around villages of the District. Development on the scale proposed would produce an intolerable addition to the congestion and over-crowding already evident around the station and on the trains. There would be a huge increase in traffic passing through the village on the already busy road between Abridge and the Wake Arms roundabout. We understand that there is authority for the proposition that house building is not to be regarded as a "very special circumstance" for development in the Green Belt.

9. Do you wish to comment on any other policies in the Draft Local Plan?

The area embraced by the Local Plan suffers from a high density of traffic, particularly during rush hours and at school delivery/pick-up times. There is nothing unusual in having to spend an excessive amount of time driving from Theydon Bois to Epping or Loughton. All residents of villages in the area have to travel by car to Primary Shopping Areas. Any increase in housing will aggravate this problem. We cannot believe that any responsible person would seriously advocate building on station car parks thus further reducing the limited number of spaces currently available to commuters, and inevitably resulting in even more inappropriate parking on roads. Finally, we cannot over-emphasise our primary concern that there must be no development on Green Belt areas.
