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The Planning Policy Team
Directorate of Neighbourhoods
Epping Forest District Council
323 Civil Offices
High Street
Epping
Essex CM16 4BZ

23 January 2018

Dear Sirs

Comments on Local Plan Version 2017

I am responding to your letter sent out following the Full Council meeting on 14 December 2017 and am attaching my comments on the Local Plan Submission Version 2017 and accompanying Infrastructure Reports prepared by ARUP.

These have been prepared as a statement dated 25 January 2018 and an appended folio of correspondence relating to the Planning proposals.

I would be grateful if you could acknowledge that my comments and submissions have been received.

I would also like your reassurance that they and the folio of background information will be presented to the appointed Planning Inspectorate for their consideration.

.....Redacted.....

Yours faithfully

.....Redacted.....

Dr John Manning

1. As invited by The Planning Policy Team in their letter sent in December 2017, I am writing with my comments on the Local Plan and accompanying Infrastructure document. I am responding in a professional capacity as a Chartered Civil Engineer and local resident. I have been involved in a consulting capacity on local infrastructure matters over the past forty years on related to the planning of M25 (1976), widening of M25(2015) and a number of Planning Applications. I am appending a few papers relating to some of these activities as I consider them to be relevant in assisting the appointed Inspector in reaching a decision on the Local Plan. I have noted the changes which have been made since the issue of the Draft Plan in November 2016, particularly with respect to the introduction of the area defined as "South Epping Masterplan Area " and I have studied the Reports by ARUP on Infrastructure matters, and those by Essex County Council on traffic studies.

2. Although the housing allocation is based on local areas, the centre for amenities and services for a number of these is centred on Epping . This is acknowledged by the Plan which defines Epping as one of the "largest town centres" in the District at which "growth will be promoted" .(Local Plan Paragraph 3.5.4). The Plan envisages 1255 homes in Epping (a town), 1050 homes in North Weald, (a large village), 6 homes in Coopersale, (a small village), 172 homes in Thornwood (a small village) and 57 homes in Theydon Bois (a large village):a total of 2540 dwellings which are likely to attract between two and three cars per household. All of these locations are in the immediate environs of Epping Town, as are the inhabitants of the surrounding villages and rural areas within the Ongar area. The proposed developments will generate people and traffic which will have a massive impact on the functioning of Epping as a town providing for essential day to day activities and services. It is questioned whether the statement in the Plan the "*Epping will continue to thrive as one of the main centres in the District*" is a justifiable conclusion. (Local Plan Paragraph 5.11).

3. The proposals for the South Epping Masterplan Area, (a minimum of 950 homes), are particularly concerning as the sites,(EPP.R1 and EPP.R2), are constrained on three sides. Access to EPP.R1 is from Ivy Chimneys Road and to EPP.R1 from Brook Road. These roads are currently extremely congested, have tight bends and narrow lane widths which are blocked by parking, often for access to the adjacent schools and LTE station, and the tight bend to accommodate the overhead LTE line. These roads lead on to the restricted junction at Bower Hill, and to a bend with totally inadequate sightlines at the entrance to the LTE Station at Station Approach, as the connection to the Town centre and other routes. The plan has not identified whether the proposal for homes in this "Masterplan Area" is to be met by a "garden environment" development or by allowing

developers to build a collection of unsupported houses. This is an important and significant part of Epping and local people should be given a clearer indication of what is intended. The delivery of an effective infrastructure as inferred in the Plan, (Paragraph 5.21.K), will require strong planning constraints, be expensive and is considered to be over optimistic.

4. The Report acknowledged that the road network in the centre of Epping and surrounding area is experiencing significant congestion problems,(Infrastructure Report Para 5.1.3). There is no major north- south traffic route to act as a bypass to through traffic and it is likely that the improvements to east-west movements on the A414 at M11 Junction 7A will attract more traffic to the High Street in the town. The traffic studies promoted by the Department of Transport at the time of the M25 planning,(1976), proposed east facing slip roads at Bell Common to provide access to the motorway system from the south. This was rejected by the Inspector on the grounds of increased traffic on existing roads through Epping Forest. At this time he made a statement about local traffic having access to the motorway system for east-west movements.(See Appendices 2 and 5 re access to M11 at Junction 5).

5. The proposed housing developments within Epping and the wider areas of the District will add to the density of traffic already using the congested road system for local movements such as shopping, school runs, essential visits, access to commuter routes , hospital visits, out of town journeys and will result in greater overcapacity and blocks. The High Road at Epping is poorly suited to cater for road traffic as there are limited facilities for rear of shop deliveries resulting in parked lorries restricting the carriageway widths, two light controlled pedestrian crossings which are in constant use and two roundabouts which are working at over capacity , (Infrastructure Report Para 5.1.3). The roadside pollution due to vehicle exhaust gases and NOx particles is evident when walking on pavements and is already at a level which has been reported by Epping Society to be unacceptable: the Plan refers to AQMA in the Bell Common Area as being at elevated levels,(Page 110).

6. The Local Plan and the Arup Infrastructure Reports place considerable emphasis on the development of "sustainable transport" around the Epping area . The proposals for this need much clearer definition with specific proposals. Epping Forest provided wonderful provision for walking through woodland, but the area has little provision for proper walking tracks and cycle ways, (No provision!), linking the surrounding areas to the town centre of Epping. [I speak as a regular user of an electric cycle who regularly wished to travel between North Weald, Coopersale, Toothill and the centre of Epping]. Movements around the area for pushchairs, mobility scooters, tandem attachments as well as cyclists require wide tracks in continental (Dutch) style and the provision of these in such a tightly constricted area is unlikely to be delivered. There are no natural links,(such as the much used towpaths associated with canals), in the area other than long established footpaths across fields which are not user friendly. Walking and cycling on existing routes is fraught

with danger due to the narrow country style roads narrow footpaths and heavy traffic . To convert these "footpaths" to routes providing true interconnection for all modes between the town centre and surrounding growth area will require visionary planning and be extremely expensive.

The constraints of the use of Forest land and farmland to provide truly functional links will be restrictive as will the thinking of City of London Forest Conservators,(see letter in Appendix 2).

7. The Report indicates that it is the intention of EFDC to undertake further local traffic and infrastructure surveys to supplement the available data. The evidence presented in the Report relating to use of the LTE lines between Epping and central London has been questioned at local meetings as regular users frequently experience a situation where the stated 10% utilisation of capacity has been greatly exceeded (Infrastructure Report . Para 5.2.3) As a regular user of this line ,I have regularly experienced travel on trains, particularly at peak hours, where all seating on westbound morning and eastbound evening after Loughton is utilised.

With regard to traffic figures at local junctions, road utilisation and High Street flows , the number of vehicles and mix of traffic is very time dependent and, particularly, influenced by accidents, blocks on surrounding roads,(particularly M11,M25 and A414), roadworks and Public Utility activities. The survey taken in July 2010 in connection with a proposed junction to give access to the St John's site on the High Road is misleading and not representative of the current situation. (See Appendix 4). There are a number of instances where the analysis by statistical surveys generally accords with the stated observation and local experiences , e.g. medical provision, school capacity, bus provision and the level of service where these have been found to be currently below acceptable levels need further explanation and consideration by the District Council.

8. The increased traffic and air pollution in Epping High Street cited in paragraph 5 above are just two of the aspects which would result from an increase in population in the area as identified in paragraph 2. It is accepted in the Reports that these issues are approaching an unacceptable level (Report Para.)

I have been a protagonist for the construction of north facing slip roads on to M11 at Debden since the M25 Epping Inquiry, rightly and due to my intervention ,deleted the interchange at Bell Common. There is no doubt that this provision would reduce traffic using Epping High road and would enable local traffic south of Epping to have access to the motorway system without travelling to and from the junction at Harlow. There would be a

consequential reduction of traffic through the Forest along the Epping New Road A104 and at the Woodriven Hill connection to M25 Junction 26 . (See correspondence with City of London at Appendix 2). The published Infrastructure Report for the Local Plan also acknowledges that the lack of north facing slip roads is a shortfall and causes congestion in the Loughton area,(Paragraph 5.1.3). Copies of correspondence with our MP, Mrs Eleanor Laing and with the corporation of London on this proposal are attached as Appendix 2 . It is encouraging to note that our local MP is of the view that the provision should have been made long ago. I do not accept that costs and environmental consideration are reasons for not undertaking a full civil engineering design for the junction. I have prepared some sketches and I am confident that the traffic movements could be accommodated without great difficulty.(See Appendix 5). There would be no additional structural crossing of M11, (hence the cost and disruption argument falls away), there would be a traffic controlled junction on Chigwell Lane, (where there are already a number of junctions) , the environmental aspects associated with the Roding River are containable in what is already an industrial area, adjacent land is either in EFDC ownership or is a golf course. There is an urgent need for a full civil engineering based study which was foreseen at the M25 Public Enquiry in 1976.

9. The District Council has addressed the Government objective in a professional manner and the Reports show a clear understanding of the scale of the objectives and the physical constraints in providing the requisite number of Homes. The work by their Consultants is excellent and well presented. It is evident from the Infrastructure Reports that funding of the facilities required with the provision of 1255 homes in the Epping and a similar number in the immediate environs is on scale that is unlikely to be realised , even with contributions from Developers. The Reports contain statements such as "limited financial resources available" and " limited opportunities for funding major infrastructure " abound. Developers may well be willing to make small contributions , such as a footbridge over the LTE line and Estate roads at the proposed South Epping Masterplan Area , but those works cited in Infrastructure Delivery Plan Part B Table 8.11, around the Town amount to £20-40m. and this is unlikely to be made available. A prediction of total cost for required infrastructure provision cited in the Delivery Plan for the EFDC area has not been assessed: this must be in excess of £100m.

10. The Plan has serious flaws, not due to the inadequacy of the reports or the efforts which have gone into the investigations and studies. The constraints under which EDFC have had to develop a Plan for the area are unique in that the large green belt surrounding the town of Epping, the protected Forest area and the proximity to London leave no possibility of making provision for the requisite number of homes in a futuristic way. The provision of new towns in the form of "Garden Conurbations" with modern large scale construction

techniques and developed infrastructure and communications such as those envisaged at Gilston and East Harlow, which are considered to be beneficial additions to the major centre of Harlow. These should be taken as adding to the equation for the provision of Homes in the London Stansted Cambridge corridor (LSCC) and the M11 corridor and taken into account as meeting the Government objectives on a zonal rather than District council basis. The Local Plan acknowledges these factors in the Key Issues at Paragraph 1.44 viz. "very little land remaining in the District" and "a recognised significant regeneration of Harlow".

11. Appendices

Appendix 1 –Responses to publication of DRAFT LOCAL PLAN October 2012 and December 2016

Appendix 2 – Copies of Miscellaneous correspondence with Local MP, Mrs. Eleanor Laing, City of London Open Spaces Department and EFDC Planning Department. February 2017

Appendix 3 – Copy of letter written to London Transport in July 1993 regarding closure of Epping to Ongar LTE Central Line.

Appendix 4 – Comments on Traffic Reports – Access to St, John's site, High Road Epping August 2012.

Appendix 5 – Outline Proposals for the provision of North facing slip roads to M11 - Junction 5.

Appendix 6 – Resume of Career . Dr John Manning.

Appendix 1

Responses to publication of DRAFT LOCAL PLAN

12 October 2012

10 December 2016

Epping Forest District Council

Planning- Local Plan Issues and Options (Community Choices) Consultation

Observations on Proposals in Response to Invitation Letter dated 27 July 2012 and Associated Documents for Consultation related to Epping Town and Forest

1. The proposal to appropriate Green Belt land for housing is unsound on planning and legal grounds, as well as being unacceptable to the community in general.
2. The planning proposals for Epping cannot be considered in isolation from the surrounding areas and communities. It appears that EDFC is playing off one area against its neighbour. In the case of Epping, there are significant areas surrounding the town which are being used inappropriately for industrial purposes. These included large sites near the centres of Thornwood and North Weald, as well as Epping, which have grown to be against Sustainable Principles on the grounds of noise, traffic, visual intrusion and safety. The future of these sites is an integral part of any plan for the area of Epping.
3. The future use of the airfield site at North Weald has similarly a significant impact on how industrial areas should be zoned. A long term policy for the collection, (and encouragement to relocate), of major industries for the area should be clarified. This would enable the release of significant areas of land, and possibly render the current proposals to build on green field sites within the Green Belt unnecessary.
4. The policy as presented is simply to zone areas which will no doubt be sold off as packages. This is a short sighted solution and does not address the real planning issues associated with infrastructure, schools, services, policing, jobs, recreation and the community. It is well known that the road system in Epping is fully stretched; and example of the inappropriateness of the policy is the proposal for land at EPP-A and EPP -B take no account of the traffic generation on Stonards Hill where traffic is already causing danger and disruption to Theydon Grove residents, playing field and school users.
5. Consideration of zones in the way the policy has been presented is debasing to Epping residents. The policy document states that an interim Sustainability Appraisal has been conducted. A review of this shows it to be a large consultation proposal prepared by URS but there is no evidence that the answers to the questions and data collection recommendations have been taken into account in the consideration of the sites and proposals. It appears that the Council's decisions have been made on a superficial box ticking exercise with no real consideration of Environmental or sustainable Issues. For example the recreational considerations for the two sites EPP-A and EPP -B which are effectively buffer land for Epping Forest much used by walkers those exploring the Essex Way are ignored, as are issues of Flora and Fauna, history. Using base data as a record of existing criteria which would be included in a full EIA for each site should be collected and made available for consultation before any decisions are made.

Observations on EDFC Documents

1. The document "Community Choices" poses 97 questions, most of which are simplistically constructed and not clearly related to the issues of particular areas, e.g Epping Town.

2. The pages in the documents are not numbered, eg .the section on Transport, Access and Movement , page 184, is not included as the PDF form has only 130 pages.
3. The single question which is related to the Interim Sustainability (SA) Report, a 125 page detailed document covering policies and observations on SE England, Essex and the District, and with 5 pages of a suggested basis for methodology and base data collection, is ridiculously simplistic. Any answer to this will have no substance until real detailed data for each of the proposed sites is made available.
4. The Section on Equality Monitoring (and that in the Interim Sustainability (SA) Report), is a disgrace and demeaning to local residents.

Dr. John Manning CEng., FICE
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12 October 2012

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Response to Draft Local Plan prepared by Epping Forest District Council

By Dr. John Manning CEng. FICE

10 November 2016 Page 1 of 2

1. Although the housing allocation is based on local areas, the centre for amenities and services for a number of these is centred on Epping. The Plan envisages 1633 homes in Epping (a town), 1578 homes in North Weald (a large village), 279 homes in Coopersale (a small village), 124 homes in Thornwood (a small village) and 354 homes in Theydon Bois (a large village). A total of nearly 4000 homes in an area which could be described as the environs of Epping. With a prediction of four people per dwelling it is possible that approximately 12000 people could centre on Epping Town for essential day to day activities and services; this is approximately a doubling of size for Epping. The Plan includes provision for consideration of the impact which development of individual sites may have, but it does not address the zonal effects on town centres other than in a very general way. Should not this "town centre impact" with respect to services and amenities be subjected to more consideration in a local Plan which acknowledges that *"Epping will continue to thrive as one of the main centres in the District"*?

2. The Draft Policy Document for all of the proposed residential sites contains a proviso :-

Infrastructure requirements must be delivered at a rate and scale to meet the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan.

The Infrastructure Delivery Plan is therefore an integral part of the Local Plan and should be published at the same time. The statement in Chapter 6 *"The Council is in the process of developing an Infrastructure Delivery Plan (IDP)"* is vague. No programme for this is given. It is my view that the requirements for infrastructure have not been adequately addressed and the adoption of the Local Plan should be delayed until more details on the IDP are known. It is on this issue that there is most local concern.

The Government National Infrastructure Commission investigations are at a consultative stage. (Appendix 2). The Commission is querying "how can infrastructure best support growth, how should we decide what we repair and what we build, and who should pay for it". The focus is centring on Transport, Digital Communications, Energy, Water and Waste (drainage and sewerage), Flood Risk, Solid Waste. The same questions should be asked of EFDC before the Local Plan is adopted.

The Draft Policy headings address these issues in a generalised way with well set out objectives but contain no detail as to how the provision of suitable infrastructure will be delivered. There is considerable emphasis on *"the developer is to fund appropriate improvements"* but little on how this is to be effected or allocated.

3 . Consideration of Environmental and Planning aspects for the proposed sites for residential development are well set out in the 21 Draft Policy headings as objectives and constraints. If it is argued that the implementation of these objectives and constraints is to be through the Planning process , the Council should reassure the public that there will be a requirement for a full Environmental Impact Assessment (EIA) before any development proceeds and that this procedure will be transparent and open to challenge by the public. An essential part of an EIA is a quantification of the base case and the Council should have included a programme and strategy for measurement of existing environmental criteria as part of the Draft Plan. The prediction of change due to potential developments, as identified in the Draft Policy criteria, will be a complex and costly task. The Council should reassure the public that this cost will fall on developers and that appropriate Consultants will be used by the Council for the assessment of the wide range of disciplines involved .

4 .Increased traffic and air pollution in Epping High Street are just two of the aspects which would result from an increase in population in the area as identified in paragraph 1. There is already local concern about these issues which are approaching an unacceptable level. This is acknowledged in the Draft Plan, Draft Policy T1. The construction of north facing slip roads on to M11 at Debden would most probably reduce traffic using Epping High road and would enable local traffic south of Epping to have access to the motorway system without travelling to and from the junction at Harlow. There would be a consequential reduction of traffic through the forest which is raised as a concern in the Report. The Report has ignored the consideration of this facility in spite of it being raised as an issue in the consultative stage and with the local MP. Whilst the construction of M11 Junction 7A at Harlow will reduce congestion at M11 Hastingwood and give better access to A414, it is unlikely to reduce through traffic at Epping. The Report acknowledged the problems which arise when there are incidents on the M11 and M25 which are particularly evident in Epping High Road. A full M11 junction at Debden would provide greater flexibility for traffic to find its way around Epping. The Plan for Loughton, (Page221), identifies land at Oakwood Hill, Langston Road Industrial Estate , (SR-0355A), and other EMP land on and adjacent to which north facing slip roads could possibly be constructed. There is an urgent need for a full civil engineering based study which was foreseen at the M25 Public Enquiry in 1976. See Appendix 1.

5. Appendices . Appendix 1_Submission by Dr John Manning to Open Meeting with Eleanor Laing MP held on Friday 22 January 2016 at Epping Hall. Also sent to EFDC in response to request for comments of first Draft Plan. January 2016.

Appendix 2. NIA Consultation Response. Process and Methodology .
National Infrastructure Commission October 2016

Appendix 2

Copies of Miscellaneous Correspondence.

1. Correspondence with Local MP, Mrs Eleanor Laing following open meeting on 22 January 2016
2. Correspondence with City of London Open Spaces Department 24 February 2017
3. Response to EFDC regarding Planning Application for development at Stonards Hill 1 June 2017

This was rejected on the grounds of inappropriate massing for the site and traffic congestion on Stonards Hill and Palmerston Road.



HOUSE OF COMMONS

LONDON SW1A 0AA

Mr John Manning
153 Theydon Grove
Epping
Essex
CM16 4QB

10th March 2016

Dear Mr. Manning

Thank you very much for your letter of 1st March following our conversation at the Epping Society meeting on Friday 22nd January.

I recall the points that you made to me and have every respect for your views as a Civil Engineer.

Regarding traffic in Epping High Street and the absence of North facing slip roads at the M11 Junction, I am already aware of the points that you make. By the time I became the Member of Parliament for Epping Forest in 1997, the M11 project had been finished for many years. I have always thought, however, that it was most unfortunate that local objections at the time caused the junction to be built with only south facing slip roads. I am afraid that, having missed the opportunity of having north facing slip roads many years ago, it is unlikely that they will be built now due not only to the enormous costs but also to the environmental objections which would still be made.

Regarding your second point, it is not now the case that local development plans are relying on planning applications and ignoring the other relevant points which you list. On the contrary, Epping Forest District Council is currently working on the development of the Local Plan which takes all of these matters into consideration. If, however, there is any particular evidence which you consider ought to be included in the development of the Local Plan please let me know.

As we discussed when we met, I am delighted that Sir John Armitt, for whom I have the greatest of respect, is involved in the new National Infrastructure Commission. I agree with you that it is essential that infrastructure development in the county as a whole should be looked at by one body which has the authority to take into consideration so many competing interests.

Thank you very much for taking the trouble to write. Please let me know if you become aware of any other matters to which my attention ought to be drawn.

Eleanor Laing

*With best wishes,
Yours sincerely, Eleanor Laing*

As a local resident, I wish to make three points in relation to the ERDC local development plan, housing and the Green Belt.

1. Traffic in Epping High Street

There has been a significant and steady increase in traffic passing through the town and this has resulted in congestion and high levels of NO2 pollution. Those who remember the M25 Inquiry in 1976 and the long hearings in the Cock Inn lasting about one year will recall that the Government proposals included the provision of west facing slip roads on to the M25 at Bell Common. The Inspector recommended the removal of these which enabled the road to be lowered and the extension of the green deck as it is today. The Inspector raised the question of access to the motorway system for local traffic. He instructed a rerunning of the traffic analysis and the result found that 30,000 vehicles per day were transferred from the A11 through the Forest to the M11. The analysis assumed access to the motorway system and as a consequence the Inspector stated that the north facing slip roads at Debden should be built "within the foreseeable future". There is now a strong case for consideration of this provision which could possibly reduce the volume of traffic passing through Epping and the Forest.

2. Use of Environmental Impact Assessment when considering development in Epping and around the Forest.

A document produced for The Essex Development Control Forum and The Essex Planning Officers' Association,

https://www.essex.gov.uk/Environment%20Planning/Planning/Minerals-Waste-Planning-Team/Planning-Applications/Application-Forms-Guidance-Documents/Documents/eia_spring_2007.pdf

"The Essex Guide to Environmental Impact Assessment" covers the full range of topics which are relevant to any development in the vicinity of Epping Forest. These are summarised below.

1. Effects on Population from Socio- Economic Change
2. Effects on Population from Noise and Vibration
3. Effects on Population from Traffic
4. Effects on population from Major Hazardous Incidents
5. Effects on Fauna and Flora
6. Effects on Land- geology and soil
7. Effects on Land – major land uses- agriculture and farming
8. Effects on Water
9. Effects on air and climate
10. Effects on landscape and visual impacts
11. Effects on material assets and architectural and archaeological heritage.

The local development plans have focussed largely on Housing and Zoning and are indicative of relying on Planning Applications to control how the stipulated Government quotas should be met. Due to the sensitivity of Epping Forest to any development it is essential that the wider issues are considered for all development in the EFDC area. There is a need for transparency in the planning process consideration of a full EIA for each proposal to be made public. This should include data on the base case, mitigating proposals and assessed outcome.

3. Coordinated Infrastructure Proposals for the Wider Area

The EFDC area is influenced by the provision of infrastructure over a wide area. The proximity of M25, Stansted Airport, access to Central London, Harlow development, the Green Belt, the Forest and a variety of land use renders the coordination of infrastructure particularly complex and calls for integration of local and National bodies. An overall body dealing with infrastructure and long term planning, even for events such as 1 in 100 years, is not in evidence.

The theme of better infrastructure planning is the focus of a recently established National Infrastructure commission headed by Lord Adonis and strongly backed by the Institution of Civil Engineers and its current President, Sir John Armitt. The findings of this commission will need to be assessed in relation to planning in the Green Belt and the Epping Forest region.

John Manning

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1 March 2016

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Ms. Eleanor Laing
Member of Parliament for Epping Forest
House of Commons
London SW1A 0AA
(Sent to 4 Meadow Road, Loughton, Essex IG10 4HW)

12 February 2017

Dear Mrs. Laing,

Draft Local Plan, EFDC

I am rather belatedly replying to your letter dated 10 March 2016. I am attaching a copy so that you may recall the points relating to infrastructure and planning in the Epping area which I made at an open meeting on 22 January 2016.

The Draft Local Plan for EFDC has now been published and I am attaching to this letter a copy of my observations on this document. As you will see, I am still of the view that north facing access roads to the M11 Junction 5 at Debden are long overdue. Since, in your letter you regret that they were not constructed many years ago, I assume that you are of the view that they would now be of benefit to transport links in the region. The Draft Local Plan acknowledges that the Council will "promote improved access to the two town : Epping and Loughton High Road, and four district: Loughton Broadway, Ongar , Waltham Abbey and Buckhurst Hill, centres. The Plan does not, however, address the main issue of linking to a motorway or trunk road system in these areas.

You raise in your letter the difficulties of "enormous costs and also environmental objections". With regard to cost, I am of the view that your concern is not justified as the structure for the interchange as a crossing of the existing motorway is already in place. There would be a structure associated with works at the river Roding, (a culvert or bridge), but the construction of this and other works at the interchange would not affect the flow of traffic on the M11 motorway.

With regard to environmental issues, the impact of flowing traffic in the Chigwell Road / Abridge Road/Rectory Lane area would not be detrimental and the current roadworks in this area are no doubt designed to improve traffic flow. The considerable development in the vicinity of the Broadway area, and traffic generated from this, must add to the case for better access to the motorway. Conversely, there could be improvements to air pollution caused by slow moving traffic in Epping High Road and through the forest. I am sure that you are aware of the blockages which occur at Woodriven Hill from traffic entering and leaving the M25 junction 26.

I acknowledge that environmental considerations in the construction area need to be addressed but these are no more than with any scheme initiated by the Highways Agency.

The provision of full traffic movement at the M11 Junction 5 is likely to involve traffic signals where crossings of Chigwell Lane would be necessary. The current works being undertaken at Langston Road, the Broadway and Abridge Road involve the construction of complex signal junctions. It would be advisable in the design of these to foresee the possibility of further linked signal systems associated with access to M11.

I have previously expressed my concern that the planning aspects related to infrastructure associated with the implementation of proposals contained in the Draft Local Plan are not sufficiently developed or open to local consultation. I welcome the proposals for the New Town Development at Harlow and Gilston and proposed infrastructure associated with this; the Harlow North section of this will particularly benefit from the new Junction M11-7A. It is hoped that these proposals will enable EFDC to meet their obligations with regard to the Housing Bill without the need to allow piecemeal development on green field sites in the environs of Epping.

I would be grateful if you could take up the matter of north facing slip roads at M11 Junction 5 with the relevant Department at Highways England to secure a full engineering investigation into the proposals which you accept are long overdue. I would be pleased to provide background information to them if this would help. I am sending a copy of this letter and my comments on the Draft Local Plan to the Superintendent of Epping Forest for his consideration.

Yours sincerely,

John Manning

Open Spaces Department
Sue Ireland BSc, MSc, MIPGS
Director of Open Spaces

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Telephone 020 8532 1010
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Date 24 February 2017

Dear Mr Manning

EPHING FOREST DISTRICT (EFDC) LOCAL PLAN and M11 Junction 5 PROPOSED SLIPS

Thank you for copying the Superintendent into your letter to Eleanor Laing MP of 12th February concerning the EFDC Local Plan. You raise three main points, as we see them, which relate directly to the problems of traffic in Epping Forest that may stem from the Local Plan. Firstly, you raise the issue of the M11 Junction 5 and how this might alleviate traffic through Epping Forest. Secondly you mention the issue of air pollution and the possible amelioration of this by Junction 5 and, finally, you express concern about the implementation of infrastructure under the Local Plan. I will respond by tackling these in reverse order.

1. Infrastructure

In our response to the Local Plan Reg 18 Consultation last autumn The Conservators made clear our reservations about the readiness of any plans for infrastructure in the District. Our full communication on the Plan will no doubt be made publicly available by EFDC officers once they've had time to respond to us. Currently, we understand that they are analysing the on-line responses first. Therefore, I shall share with you some of the relevant extracts from our communication to EFDC.

In relation to how the planning for housing related to infrastructure plans (referred to here-on-in as the IDP) we submitted the following comments:

"An examination of the maps with this Regulation 18 Plan makes it clear that housing and employment development dominate at the expense of other planning. The IDP (Arup September 2016) remains incomplete and the scale and funding seem not to have been more than sketched out apart from for the M11 junctions. It is noticeable that the opportunity has not been taken to map the Green Arc or other green infrastructure ambitions of the Council. For example, the links between the Lee Valley and Epping Forest are only briefly mentioned and several other strategic links could have been proposed".

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Registered Charity 232990



We go on to comment further about the IDP thus (where SAC in the text is the acronym for the internationally-important Epping Forest Special Area of Conservation designation):

"The proposed distribution of housing is concentrated around Epping Forest with the vast majority being within 6km of the SAC boundaries. With no clear proposals for an infrastructure to match the projected increase in population to 155,000 (Chapter 2 of the Plan) The Conservators wish to disagree with the pattern of allocations as currently presented. We await the development of the IDP, further traffic modelling and a full recreational use survey to underpin future decisions but it is difficult to escape the conclusion that the impacts on the District's environment around the Forest, on Epping Forest itself, and on the SAC in particular, are likely to be adverse. In our view, this does not seem to be in accord with the Local Plan Vision in Chapter 3 at 3.26, which the Conservators have broadly welcomed (see above)".

We added specific reservations in answer to Question 7 of the Reg 18 Consultation as follows:

"7. Do you agree with the approach to infrastructure provision being proposed in the plan? (See Chapter 6).

"DISAGREE

The current IDP is still very vague and little work seems to have been done on infrastructure other than the M11 junctions, considering a 21% increase in housing is proposed for the District. It is not at all clear how the required infrastructure will keep up with the pace of the development, as the Plan implies will be possible.

"The Conservators would disagree with the seemingly, perhaps inadvertently, complacent statement in relation to the LSCC Core Strategy and Vision that the District is well-served by rail. As the IDP points out people are driving from Harlow to use the Theydon Bois Central Line Station and this situation seems likely to worsen with no clear rail strategy at Harlow. Harlow housing developments in the EFDC area will not be served by any improvements on present evidence".

2. Air pollution and the impact of road building or motorway improvements

We remain significantly concerned about the impact of the road infrastructure and traffic on the Forest's environment and biodiversity, particularly through diffuse air pollution. We consider that the M11 Junction 7A will only facilitate growth in Harlow rather than act to reduce the impacts of traffic on the Forest. In our response to the Local Plan we reiterate earlier comments made to the Essex County Council Highways consultation in 2016:

"The M11 J7A scheme, either in isolation or even with the limited road improvements planned elsewhere, seems unlikely in the Conservators' view to have a beneficial impact on Epping Forest and the current or predicted levels of traffic congestion, air and noise pollution within the Forest's road network.

"This is borne out by the Traffic Forecast Modelling Report (TMF) provided for the 7A Scheme by Jacobs. The 'do minimum' (DM) traffic flow forecasts for 2021 and 2036 under the medium and

high growth scenarios in Figures 11.4 and 11.5 (page 118 of the TMF) show very large increases in traffic flow along the A121 and B1393 within the Forest. For congestion, as illustrated by turn delays in Figures 11.9 to 11.12 (pages 128 & 129 of the TMF document), significant increases are also predicted in areas that are already suffering congestion – such as Crown Hill (Junction R in the TMF) and Bell Common (Epping signalised junction B in the TMF). It is also to be noted that the detail of Wake Arms roundabout and the A121 is not illustrated in the TMF report”.

Air pollution remains a significant problem in the Forest and is one of the key factors that is preventing the Site of Special Scientific Interest attaining 'Favourable Condition' as assessed by the government agency for nature conservation, Natural England.

Deleterious air pollution impact was one of the five key reasons that the Secretary of State upheld objections to the Northern Gateway Access Road (NGAR) planned by Enfield Borough Council in his decision to refuse permission for the proposal in 2002. More highways and more route options leading into or away from the Forest are likely to lead to more traffic. It is this last general rule of road transportation that leads into our concerns about your third main point, on the M11 J5 northward-facing slips.

3. M11 J5 northward-facing slips

The proposals and pros and cons for north-facing slips at Junction 5 have been discussed, on and off, for over 30 years. Subsequent development may in fact mean that there is now no room for the slips to be constructed or only with considerable disruption to other infrastructure as well as the environment of the Roding Valley. We believe these changes lie behind Eleanor Laing MP's comments on the potentially prohibitive costs.

From the Conservators' point of view there would remain considerable risks associated with the north-facing slips. On the face of it they could remove traffic heading out of Loughton through the Forest to the M25 and northbound M11 by providing quicker, alternative access to the motorway network. However, they would still represent an increase in capacity that is likely to attract more traffic. Indeed if traffic congestion was temporarily eased along the A121 to the M25 Junction 26, the potential for traffic growth through the Forest from the proposed housing developments to the south and west of Harlow (>3,000 houses – see EFDC Local Plan) would increase significantly in our view.

Furthermore, in the event of problems on the M25 between Junctions 26 and 27, the route along the A121 and to the new Junction 5 of the M11, could become an alternative inner-ring road paralleling the M25. Of even greater concern, if NGAR was ever to be permitted, the possibility of this parallel inner ring-road would then exist between M25 Junctions 25 and 27.

Clearly, make a start in answering these questions a sensitive, cohesive, single high-resolution traffic model would need to be used; one that does not currently exist across this particular area as, at the moment, there is only an amalgam of different models. In conclusion, a great deal more work needs to be carried out on the housing allocations, the justifications for the housing numbers in each site and on any associated IDP.

We are grateful for your concern and interest to alleviate problems within Epping Forest. However, currently, the likely adverse impacts on the Forest of the proposed "densification" of development do not seem to have any single straightforward or predictable solutions in our view.

Yours sincerely

A handwritten signature in black ink, reading "Dr Dagley". The signature is written in a cursive, flowing style with a large, stylized 'D' and 'J'.

Dr Jeremy Dagley
Head of Conservation

Date: 31 July 2017

Our Ref: EPF/0947/17



Governance Directorate

Civic Offices
High Street
Epping
Essex CM16 4BZ

Director of Governance
Colleen O'Boyle
Solicitor to the Council

Telephone: 01992 564000
DX: 40409 Epping

Dr John T Manning Chartered civil engineer
153 Theydon Grove
Epping
CM16 4QB

If you have any queries about this application
please contact the case officer directly:
Sukhvinder Dhadwar, 01992564597,
sdhadwar@eppingforestdc.gov.uk

Dear Sir or Madam,

Notification of case being put to Committee for decision.

Town and Country Planning Act 1990

Address: 1-5 Stonards Hill, Epping, Essex, CM16 4QE

Proposal: Demolition of existing houses and construction of a new building to provide 28 no. 1 and 2 bedroom sheltered retirement apartments with parking, bin/buggy storage, communal space, access and landscaping.

I refer to the above planning application and I am now able to inform you that the application will be considered by a meeting of the Area Plans subcommittee on 09 August 2017. The committee will start at **7.30 p.m.** at an area venue (see p6/7 of the leaflet 'Your Voice Your Choice' which can be viewed on our website at <http://www.eppingforestdc.gov.uk/index.php/residents/planning-and-building/planning-development-control/document-store#>). see p6/7 rw

The planning officer's report on this application is to Recommend: Grant Permission (Subject to Legal Agreement). Please remember that the Area Plans subcommittee may vote differently to this recommendation.

The agenda for the meeting will shortly be published, and if you wish to inspect it online it can be viewed at <http://rds.eppingforestdc.gov.uk/ieDocHome.aspx?bcr=1> and then choose relevant sub-committee.

One person (in total, regardless of number of objections) can speak in opposition to the application - see p4/5 of the leaflet 'Your Voice Your Choice' which can be viewed on our website at <http://www.eppingforestdc.gov.uk/index.php/residents/planning-and-building/planning-development-control/document-store#>. Should you not have access to the website, please contact the above for a hard copy to be sent to you. **If you wish to take up this opportunity you must register your desire to speak before 4 p.m. on the day before the meeting** by telephoning the committee clerk on 01992 564243. Speaking and/or communicating with a Planning Officer by email or letter will not register you to speak – you must register direct with Democratic Services.

Yours faithfully

Sukhvinder Dhadwar, Senior Planning Officer

Response to Planning Application 2-5 Stonards Hill Epping

Sent as completion of EFDC standard form on 1 June 2017

JM went to planning office on Mon. 5 June to check that the response had been received and recorded.

This was confirmed and a copy of the response was handed to JM at the reception.

The comments , recorded as an objector were :-

In my view, the proposed development is out of proportion with the street scene at Stonards Hill, and is inappropriate in a low rise residential area as Theydon Grove.

The provision of parking spaces is inadequate for the proposed number of residences and the demand which will arise from visiting guests, helpers and maintenance workers. There is already a shortage of parking spaces in the area and the proposals will add to the problem.

The general traffic situation in Stonards Hill is dire with poorly arranged street parking which causes blockage and hazards to local users. Although not quantifiable in traffic management terms, any plan which adds to the congestion at the Stonards Hill and High Road junction should be considered to be detrimental.

Dr John T Manning

1st. June 2017.

Appendix 3

Copy of letter written to London Transport in July 1993

Regarding closure of Epping to Ongar LTE Central Line

COPY

HOBBS

BOBBINGWORTH

ONGAR

ESSEX CM5 OLX

22 July 1993

Dear Sir

Epping to Ongar Line- Closure Notice

I am writing as an objector to the proposed closure of the LTE tube line from Epping to Ongar.

I appreciate that this is clearly loss making at the present but the overriding consideration of a public amenity should prevail.

Taking a long term view the transport pattern in the area is very unclear . There is a wide catchment between the Chingford and Harlow BRNSE lines and the Upminster line serving commuter traffic. The BR lines from Chelmsford and Shenfield are likely to become grossly overcrowded and result in more people resorting to the road network.

I have noted below some of the current uncertainties in the transportation and work patterns in the area :-

- (i) The continued benefit arising from company cars and free fuel.
- (ii) The re emergence of the eastern part of London (i.e. Docklands, Stratford, Canary Wharf), as a major employer of people.
- (iii) The uncertainty of pricing structure with proposed BR privatisation.
- (iv) The disruption to commuter travel because of breakdowns, emergencies or increased vigilance.
- (v) The likely improvement on the Central Line with new rolling stock and track systems.
- (vi) The impact of the Jubilee Line and Crossrail and Union Railways developments.
- (vii) The receding options of improving road traffic in already congested areas, (the \M12 will not be an easy route to construct), and reconsideration of routes following the decisions on Oxley Wood and ELRC.
- (viii) The likelihood of the introduction of road pricing and resulting increase in public transport need.
- (ix) The discouragement of parking in Central London to minimise terrorist opportunities.
- (x) The general increase in parking cost and associated reduction in off street parking.

- (xi) The increased mobility of working people to meet job opportunities should the current recession be eased.

From these unstructured observations and experience as a regular commuter from Ongar to Epping for the past thirty years I conclude that the prediction of travel patterns is very hazardous. A minor change in one area has quite unexpected consequences in another.

BR action rapidly produces increased travel by tube, a small increase in parking charges at Bishop Stortford floods cars to Ongar or North Weald. A fare reduction introduced by the GLC produces massive increase in the LTE passengers, the combined ticket arrangements have encouraged linking of journeys.

The impact of reduced season ticket charges by LTE (currently not advantageous); an improved unmanned light rail service to encourage off peak and evening commuters; a more user friendly image to the Epping/ Ongar line; better links to Stansted, Chelmsford and the surrounding areas; a dial and ride system; possible supermarket development adjacent to stations is not readily assessable. The potential for the line when linked to wider transportation matters and the economy of the area should be the subject of a study before closure of an important, is somewhat outdated link .

I have no doubt that others will comment on the social needs for public transport for those without cars, school children and visitors to the area, and also on the lack of confidence which currently exists in the alternative bus arrangements.

If I can help by presenting these thoughts in a more structured way or contribute further to the debate on the future of the line, I would be pleased to do so.

Yours faithfully,

J.T Manning

From J. T . MANNING BSc,PhD, FICE,FIHE

The Secretary

London Regional Passenger Committee

Golden Cross House

8 Duncannon Street

London WC2 N4JF

Appendix 4

Response to proposed roundabout access at St John's site, High Road Epping

Comments on Traffic Reports

28 August 2012

Comments on Traffic Reports

By J.T. Manning BSc., PhD., FICE

28 August 2012

A. Comments based on Safety Audit dated November 2011 by MB Projects

1. The insertion of a mini roundabout in close proximity to green areas, existing parking bays, a large number of adjacent roads and a town centre situation is extremely difficult. This is identified in the safety audit (Job No 111.203 conducted by MB Projects) which raises significant safety issues which will become even more apparent as the scheme is developed in detail. They will ultimately render the provision of a mini roundabout as access to the proposed development site impossible without a major impact on the adjacent road system and environment of Epping.
2. The brief requires that the consultants analyse the current position on traffic grounds and incorporate observations from the insertion of a third mini roundabout contained in a safety audit. The proposal for a mini roundabout seems to have arisen from discussions with ECC, (Para 3.5), with the brief for the safety audit being given by the Design Organisation, Intermodal Transport. No consideration of how the new mini roundabout will interact with the roundabout at Station Road junction seems to have been included in the study.
3. The safety audit identified the lack of entry deflection when approaching the mini roundabout, and hence the likelihood of high speeds with through traffic. The solution which has been adopted is to adopt a left turn lane when approaching from the south. This does not achieve a satisfactory solution for traffic approaching from the north which will accelerate from the Station road roundabout but be required to give way to traffic turning south from the development site, hence introducing a vehicle/vehicle conflict. Northbound traffic between the two roundabouts will be required to weave over a very short length where traffic that is entering the roundabout from the development site desires to make a right turn into Station Road. This vehicle/vehicle conflict is not only confusing but will also cause locking of the roundabouts; there is also a pedestrian crossing in this weaving length. With three mini roundabouts in such close proximity numerous traffic conflicts occur and safety is compromised. Whether the roundabouts are to be operated with a "KEEP CLEAR" as at St. John's Road is not clear, but this is likely to be necessary to make what can be described as a confused traffic system verging on a "free for all junction priority" workable.
4. The safety considerations take no account of the turning movements at Clarks Lane, Crows Road, (a school access), the Tesco superstore, the Fire Station. All of these render a junction in close proximity to places where driver distraction will occur as hazardous and prone to cause accidents.
5. There is no consideration at the proposed junction for cyclists. There is an increasing popularity of this sector; the right turn from the south where a retaining wall is to be constructed next to the carriageway is particularly hazardous.
6. There is no provision for pedestrians on the west side of the mini roundabout; this is a

popular route for people travelling on foot between the town centre and Tesco superstore, and for those living to the south of the town e.g. the recent Retirement Home development. Driver distraction at the turn into and out of the development site will be a hazard to pedestrians.

7. There is a significant number of heavy vehicles and buses which use the High Street. The turning into and out of Station Road required that these sweep crosses both carriageways. Similar large vehicle sweeps will affect turns into and out of the development site and will cause blockages.

8.. The proposed entry into the development site as shown is a simplistic representation of, presumably, two 3.65m carriageways. How these are to be projected into the site needs further consideration as there is a restriction shown of the development proposals shown at the public consultation stage, (Para A3.3, location C).

9. There has been no consideration of the Public Utilities in the area. It is possible that underground services will require relocation as part of the works which will be expensive, cause disruption and have an impact on the retention of trees.

10. A major issue relates to the insertion of the scheme into the space available. The safety audit acknowledges that " the scheme maybe should not proceed in the currently proposed format if the tree, (earlier described as large), can not be removed". This conclusion is based on the observation that the tree causes restriction on sightlines. The sketch on which the audit is based does not show sufficient detail to assess the true position. The road is shown as a carriageway only and does not include the hard verges (minimum 600mm) which will be required for kerbing and drainage. Para A4.2 location G) will encroach onto the existing green area. A similar situation of dealing with differences in level is identified, (Para A3.2 location B). It is well known that any groundworks involving hard paving within the spread of a tree is likely to cause it to die. Construction of the retaining walls and compaction of roots due to traffic,(temporary or permanent), will seriously affect the viability of retaining the trees marked D, F and E on the sketch.

11. The entry to Epping from the south is particularly attractive as the existing trees for a continuation of the forest into the town. The loss of these would be tragic and under most planning situations the trees would be the subject of a preservation order. The ownership of the proposed landtake should be investigated.

B. Comments on ITL Transport Study dated 29.02.11.Draft

1. Para 2.2 and 2.6.

The traffic survey was conducted in July when traffic is not influence by cars used for school delivery and collection. Local experience indicates that there is heavy 8.00am – 9.00am southbound movements and 3.00pm – 4.30pm northbound movements due to the location of schools without public transport access.

Traffic in Epping is known to be extremely variable and greatly influenced by market day parking, weather, phasing and use of the two pelican crossings in the High Street, road closures, servicing of High Street shops by large vehicles and blockages on roads in the area (particularly A11, M25 and M11). It is therefore considered that,

although a general indication of flows, the traffic survey and subsequent design of the mini roundabout should be more influenced by local experience than a short term count held over a few days in a two week period in July.

2. Para 3.7

The report says that removed one street parking will be provided for elsewhere in the scheme. There are no proposals for this and access for shoppers and servicing the parade of shops to the east and west of the access will be affected. It is not clear how much of the existing parking area will be retained, but access to them will render most, (if not all), of the existing bays unusable.

3. Para 7.18 - The removal of the zebra crossing south of Station Road as a means of increasing traffic speeds would not be acceptable to local people on safety and pedestrian user basis. Many using the crossing, and others in Epping, are not totally mobile - in this respect Epping is atypical of many town centre users and the study needs to reflect this.

4. Para 7.19. The model does not take into account the inclusion of the hatched area as a means of letting traffic from St. John's Road onto the mini roundabout system. Currently a build up of traffic on St. John's Road does not occur. This has relevance should access to the proposed development from St. John's Road be adopted for Option 2.

5. Para 7.20. The use of a signal controlled junction at St. John's Road/Station Road junction is not realistic. The nature of the traffic flow in the High Street is random build up of traffic causing blockages, often for no apparent reason, whilst at most other times the traffic flows easily without holdups.

6. Para 7.21. The proposed mini roundabout would inevitably slow traffic to the south of the town and this is acknowledged by the report. This effect has not been quantified in the form of a COBA study.

7. Para 5.9. Using data from the Tym study, the report states that 88% of the traffic will be siphoned off from Tesco and 12% from M&S. These assumptions for a change in shopping habits seem surprising. Whilst not studied in detail, the proposed growth and reallocation of trade for Option 1 seem unrealistic. The Tym report is very "broad brush" and takes little account of the local nature of retail shopping in Epping nor of the popularity of the M&S store due to its accessibility.

C. Observations on Proposals

The proposed mini roundabout will have much greater impact on the green area to the south of the town than has been suggested. The sketch of the proposals, IT1124/SK/01, is in a preliminary form, is incomplete in land take required and the impact which it will have on mature trees and the areas generally. An assessment of the environmental effects which this scheme will have on the area should be assessed in a full EIA. This may well be a requirement Planning and EU regulations.

2. Based on the statement in the report, Para 5.13, "it is assumed that no additional traffic would be added to the local road network as a result of the leisure facilities proposed under development options 2 and 3", these proposals for the use of the site seem favourable.

Furthermore, if access to the site from St. John's Road can be provided for these two proposals the mini roundabout scheme would be redundant.

3. The proposals contain no information on the contractual arrangements for inserting the mini roundabout. The highway authority, ECC, are known to have an interest in the site and would therefore promote an access solution made to appear most favourable to a developer for Option 1. The normal procedure would be for the developer to construct access under a Section 32 arrangement, with the road to be adopted on completion by the highway authority.

4. There is adequate access to the site from St. John's Road where there has been access to a school and other parts of the site. Other than to promote the site development for Option 1, the reasoning and justification for access from the High Street is not understood nor has the case for it been demonstrated.

5. The Safety Audit acknowledges that "the scheme (maybe) should not proceed in the currently proposed format if the tree can not be removed". The tree is large and mature and in a prominent position on a green entering Epping from the south; its removal should not be contemplated to provide a highway proposal which is unlikely to prove workable.

Dr. John Manning
153 Theydon Grove
Epping CM16 4QM

Tel: 01992560761 Email: johnmanning@garnal.co.uk

JTM
28.08.12

Appendix 5

Outline Proposals for the provision of

North facing slip roads to M11 at junction 5.

Plan of Chigwell Lane and Langston Road signal controlled junctions. Loughton

Sketch of proposals

INDUSTRIAL ESTATE

H I L

Clubhouse

SPORTS
GROUND

Loughron
Bridge

WALK

IGWELL

Clubhouse

Junction 5
(Limited Access)

Woolston
Hall

Pool

Fitness
Centre

Day
Room

ART

WOOLSTON
MANOR GOLF
& COUNTRY CLUB

LANE

Home
Farm

W G D I
A B R S

INDUSTRIAL ESTATE

H I L

Clubhouse

SPORTS
GROUND

Loughron
Bridge

WALK

Existing
signal
controlled
junctions
on Chigwell Lane

signal controlled
junction

M11 Southbound

Home
Farm

LANE

Signal controlled
junction

M11 Northbound

Clubhouse

Junction 5
Proposed

WOOLSTON
MANOR GOLF
& COUNTRY CLUB

Woodston
Hall

Bridge
Center

Pool

W G D I A B R

A1168 Chigwell Lane / Langston Road Improvement Scheme

Redevelopment of the existing council depot site off Langston Road for a new shopping park and associated highways works are in the final stages of design. If all the associated Traffic Regulation Orders are approved in time, we anticipate works starting in the Spring 2016 with construction lasting approximately 6 months. Planning permission for its construction was granted on the condition that major improvements will be made to the surrounding road network to mitigate the likely resultant increase in traffic. Traffic modelling analysis has been carried out which shows the A1168 Chigwell Lane is currently operating over capacity, resulting in significant levels of traffic congestion. Improvements to the surrounding road network are therefore required to lessen the impact of increased traffic caused by the proposed shopping park development.

Full details of the proposed road improvements are shown on the adjacent plans. Fundamentally the works will comprise the widening of Chigwell Lane to provide an additional northbound traffic lane and the conversion of three mini-roundabouts into signalised junctions.

Whilst every effort will be made to minimise the impact of the works on traffic flow and journey times, delays are likely. The developer's appointed contractor will manage the traffic during the works to avoid the need for a road closure. Access to all businesses and residential buildings will be maintained throughout the work. Drivers are advised to allow extra time for their journey and consider the use of alternative routes where possible.

The latest road information updates are available on www.roadworks.org

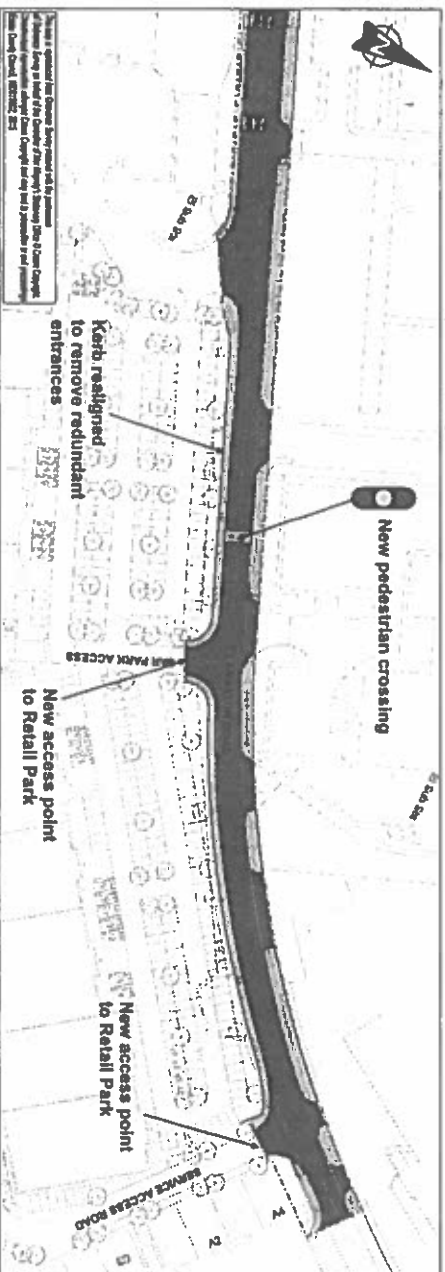
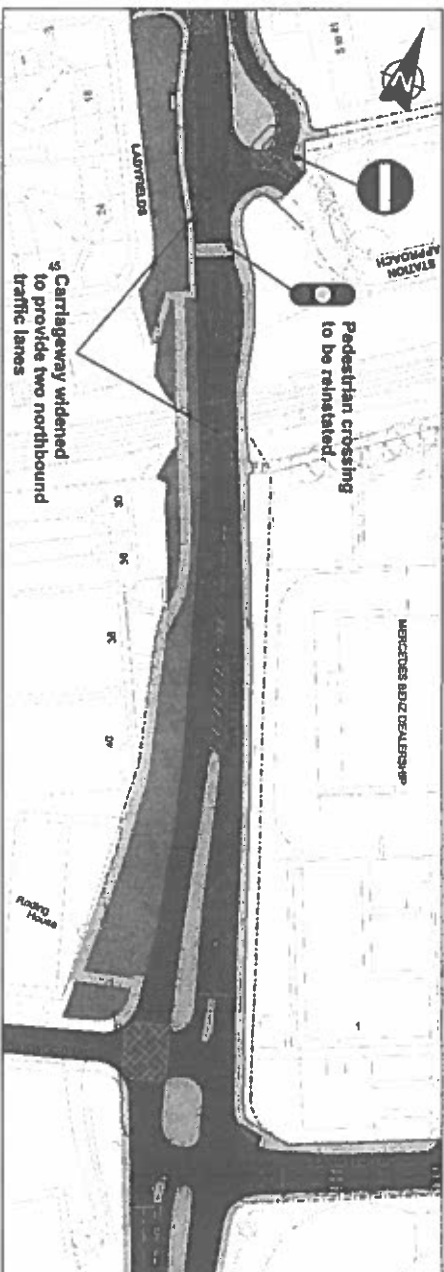
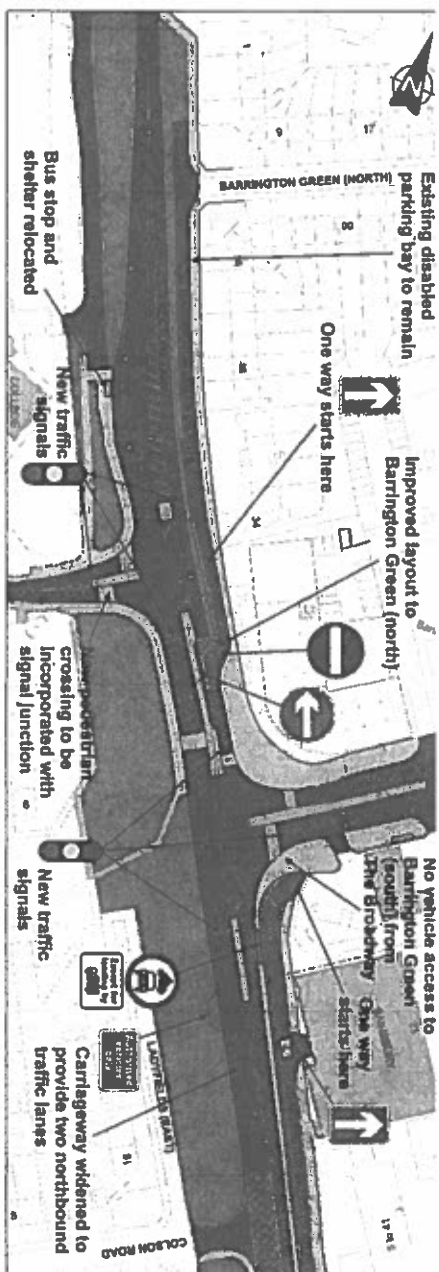
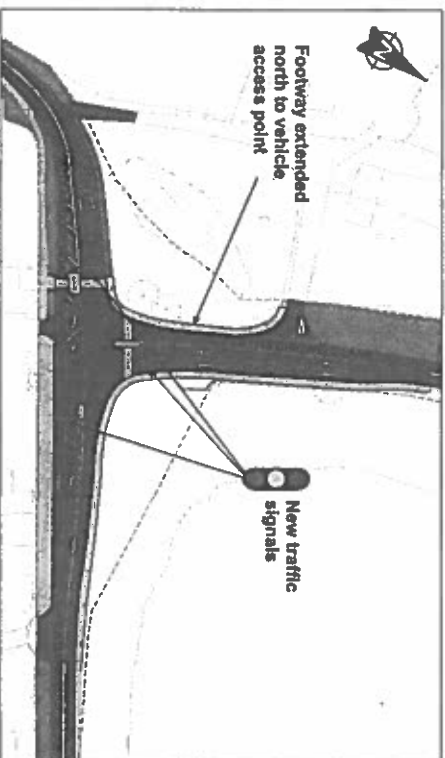
Contact

If you have any questions regarding any aspect of this scheme please contact:

Phone: 0345 603 7631

Email: developmentmanagement@essexhighways.org

www.essex.gov.uk/highways



Appendix 6

Resume of career

Dr. John Manning

Dr John Manning

Resumé of Career

John Manning graduated from Leeds University in 1959 and continued his studies at Leeds University. He was awarded the degree of Doctor of Philosophy in 1962. His thesis for this degree was "The Influence of Bond Stresses on Crack Patterns and Ultimate Load of Concrete Beams".

He then joined Harris & Sutherland, a leading structural consulting practice in London, and worked under Professor Sir Alan Harris on design and prestressed and reinforced concrete structures. In addition to structures for universities and schools he designed major bridges for interchanges on the M25 motorway, undertook studies and contracts for precast concrete manufacturing, floating concrete structures, storage and transportation of cryogenic liquids, behaviour of jetties and fenders, concepts for offshore structures, steel piling, temperature effects on structures, dynamic behaviour of structures and other technical areas. By examination, he was awarded a Diploma in Arbitration and Contract Law by Regent Street Polytechnic, University of London.

In 1977 he joined Trafalgar House to run their major design company and undertook design management and responsibility for industrial processes, tunnelling and structural engineering with a capital value of about £1.6bn per annum. This involved worldwide travel and administration of a company of some 200 engineers.

In 1985 he joined Sandberg as a partner and was responsible for general civil engineering projects in the fields of materials selection and testing, inspection and quality management. Inspection activities covering steelwork, concrete, building and quality management also were his responsibility in the practice. He directed some 250 staff and undertook projects on a worldwide basis. He is credited with the development of integrated plans for Test and Inspection, Quality Management, Environmental Management and Risk Assessment for major construction projects and has written widely with published papers and the major section of a book on these topics.

In November 1993 he was appointed to a Professorial post as a principal lecturer and subject leader in civil engineering at the University of Greenwich with a special brief to develop research activities and industrial liaison and teaching. In this capacity he has presented many technical papers and lectures of UK Institutions and overseas bodies. Two medals have been awarded for technical presentations. In 1996 he became a Subject Leader and Head of Department for Civil Engineering in the School of Land and Construction Management. He retired from this post in 2002 but continued to be employed on a part time basis by University of Greenwich, (and other institutions), and continued in full time occupation until 2008.

With his appointment at the University of Greenwich, he introduced new programmes BEng (Hons) with Project Management, BEng (Hons) with Water and Environmental Engineering and BSc (Hons) Civil Engineering and all of these have recruited students satisfactorily, were accredited by Professional Institutions, (JBM), and have continued to be extremely successful. He also developed the MSc Civil Engineering programme to include technical options including Transportation and Highway Design, Seismic Analysis and Risk Assessment, which has resulted in a significant increase in recruitment to, and accreditation of, this degree programme. He was awarded research contracts for aggregate testing and the study of design, environmental and safety issues in civil engineering which has led to numerous publication in these fields. He has continued his activities in Quality, Risk and Environmental management, and contract matters by undertaking commission for industrial companies in a Consultant capacity.

Dr Manning is a Fellow of the Institution of Civil Engineers and ex- Fellow of the Institution of Highways and Transportation. He was on the Council of the Institution of Civil Engineers from 1990-93 and was Chairman of the Training and Professional Review panel directing admission to chartered membership. He was on the Board of BTEC which directs incorporated engineer and technician education in the UK until 1994. In 1993 he was President of the Société des Ingenieurs et Scientifiques de France (British Section), and was Chairman of the London Association of the Institution of Civil Engineers in 1994-95. In 1996 he assisted in the setting up of an organisation representing civil engineering departments in the UK, the Association of Civil Engineering Departments in the UK (ACED), and was appointed as Secretary in 1999. He represented the Association of Consulting Engineers on the Joint Contracts Committee, CCSJC, from 1992 to 1997.

Between 2002 established a partnership, PM Translations, to undertake educational work in the field of engineering. This involved lecturing at various universities and to industrial bodies, examining for Professional Institutions and acting in an advisory capacity on projects. Although largely retired, this work is continuing in a consulting capacity. December 2017