

From: Ian Willcox
Subject: EFDC Local Plan
Date: 24 April 2019 at 17:18:34 BST
To: PO Services <louise@poservices.co.uk>

Dear Louise – See below my responses in bold to the questions posed on EDF 5 Epping Forest MIQ's. Page 26.

Site Specific Matters

5. EPP.R1 & R2 (South Epping Masterplan Area): Is this allocation justified in respect of the following matters:

a. Is the area a sustainable location for significant expansion considering its relationship to the existing town centre, particularly in respect of distance and topography? How will additional traffic be managed if it is

necessary for new residents to use a car?

This site is simply not sustainable. From the furthest point near the M25/M11 junction the proposed site is over 1.5k to the Tube Station. It is 2km from the junction of Station Road and Epping High Street. Residents would have to use Bower Hill as access. Bower Hill is steep. No-one will be walking (or cycling) up it to access the Tube or shops. Residents will be using a car to get to these destinations. Bower Hill will become dangerous and grid-locked. The crossroads at the top of Bower Hill / Station approach is already a recognised accident black-spot.

There are other sites that are available that offer sustainability. For example land east of the Orchards in Epping and land east of Theydon Bois tube station. Both sites would offer a 'car-free' solution. Why EFDC has not explored these areas properly remains a mystery.

b. What are the implications of its location adjacent to the M25 for air quality and noise?

There is a wealth of information that indicates we should not be building near high volume traffic locations. Building next to the M25 will have serious health implications for anyone living on the proposed site. How will the problems of noise & air pollution be mitigated? The M25 is actually raised where the proposed site is planned. Physical barriers will be costly to erect. No-one has offered a solution to this problem.

c. What effect will the development have upon the vitality and viability of the existing town centre?

Currently it is getting harder and harder to park in Epping. Adding 950 houses (let's say at least another 1250 cars) will further exacerbate the problem. People will simply not use Epping shops if they cannot park and the High Street will die.

d. Is safe access onto Ivy Chimneys Road possible?

No. Ivy Chimneys Road and Brook Road are single track in places. Both roads currently struggle with the volume of traffic. They are used as a "rat run" for people from North Weald and Coopersale to avoid Epping High Street. There are two Primary Schools either end of Ivy Chimneys/Brook Road and children will be at risk travelling to and from school given any increase in traffic. Note also given a period of rain Brook Road regularly floods. There is an accident black-spot where Brook Road turns sharply under the Central Line before becoming Bridge Hill. More traffic will increase the danger of an incident here and the Central Line potentially being taken out of service.

e. Would the relatively small amount of employment land required within

the neighbourhood centre have any particular value?

Not known.

f. Is this development deliverable in respect of restrictive covenants?

Not known.

g. Is it financially viable in light of the constraint presented by the Central

Line dividing the masterplan area? Is a "bridge" over the railway the

only possible means of achieving connectivity (Part (vi))?

EFDC have never published figures that relate to the delivery of key infrastructure. The bridge/tunnel going over/under the Central Line has been estimated to cost around £8-£10mil alone. This is the only way that the "masterplan" can achieve connectivity and more importantly relieve traffic chaos. This will cause disruption to the Central Line. Has TFL been informed of the relief road? A relief road would require two new junctions at the top of Ivy Chimneys Road and Flux's Lane (or further along Stewards Green Road). Who would pay for these? Where exactly will the road run and where will the junctions be built? The relief road itself (even if it is deliverable) – will just create two huge bottlenecks for traffic at the two new junctions.

There can be no development without a relief road.

The following was sent to me by Derek MacNab (then acting Chief Executive EFDC, May 3rd 2018).

" The provision of a new vehicular, pedestrian and cycle bridge is a clear essential requirement for the South Epping Masterplan to serve the development as set out in Policy P 1 and identified in the Infrastructure Delivery Plan. The site promoters were able to set out in their representations any concerns they may have with the Local Plan Submission Version. These will be considered by the inspector in due course through the examination process. Obviously their representation reflects the site promoters' interests and not the Council's; our position is very clear that a new road bridge is required to enable the development at South Epping"

h. Is it justified to require the development to be phased?

Yes. The amount of construction site traffic and the associated noise and disturbance to the existing residents would require a long and very considerate phased approach 'should' the illogical development go ahead. How would site traffic access the site? Flux's Lane is single track. Large vehicles cannot pass under the existing Central Line bridge on Brook Road. If it is decided to pursue this site – then the relief road would have to be built before any housing development.

i. What effect would the development of this area have on the purposes of the Green Belt?

The proposed development is on the most important piece of green belt in the area. It is green space that provides a natural buffer between Epping and the busiest road in the country. Wildlife will be unable to travel east-west to the south of Epping. I understand the need to build on green belt. To build on this specific piece of green belt simply defies logic.

I look forward to participating in the upcoming hearing.
Regards, Ian Willcox.