

SUBGROUPS QUALITATIVE RESPONSES FOLLOWING CONSULTATION

EPPING NEIGHBOURHOOD PLAN ANALYSIS OF PUBLIC CONSULTATION ON South Epping

Consultation Statement **Annex F**

Advisory Committee Sub-Groups formed to consider the public's responses and produced reports under the main plan topics. Each report shows the topics, the issues raised, the volume for each, with a short summary and it identifies the main themes impacting changes to the draft Plan.

The questionnaire outlined shaping new development over the next 15 years, with sites including a major expansion at South Epping. Although this means the loss of Green Belt between the town and the M25, this was chosen as meeting the target for housing growth in one location to trigger vital infrastructure.

Do you agree with this pattern of new development for the future?

Summary

- The main response was against the development citing traffic issues, distance from the town centre, lack of services, impact on the locality and to protect the green belt
- Support for the was qualified by the need for improvements to nearby roads, road infrastructure improvements before new development took place, provision of services such as doctors' surgeries, and the types of housing in the development.

How responses influenced draft policies

- To engage with reductions in the numbers of new dwellings
- To seek transport infrastructure improvements ahead of development
- The provision of services in the development to reduce the need for travel to the town centre

TOPIC	ANSWERS	YES - AGREE PLAN	NO – DISAGREE WITH PLAN / CONCERNS	ISSUE
LOCATION OF DEVELOPMENT				
Protect Green Belt / no loss of Green Belt	21		21	"The Green Belt should be protected" "No loss of Green Belt please"
	5		5	Against any new development Epping Is full to capacity
South Epping	5		5	Epping Is full to capacity S Epping far too large
	5		5	"To develop half this area would be acceptable – the whole is too much"
	5		5	S Epping not right location

				<p>“Epping South is unworkable due to transport and the proposals to build on car parks and the Sports Centre are incorrect”</p> <p>“The South Epping site is not well related to the town centre in terms of distance and a challenging uphill journey</p>
	4	4		<p>I agree with the South Epping development</p> <p>“If new housing has to be in Epping then this would be the best area”</p> <p>“It’s the sensible place for housing</p>
	1	1		<p>Yes subject to improved traffic management and the design and volume of housing is appropriate</p>
	1	1		<p>A great reluctance to lose Green Belt but what is the alternative? If area is developed can we please have zebra crossing at junction Station Road and Centre Drive?</p>
	4		4	<p>S Epping disproportionate “Highly destructive to environment and to Green Belt”</p>
	2		2	<p>Housing should be distributed more equitably across Epping / Epping Forest</p>
	2		2	<p>Why does Theydon Bois have only 58 new homes Build more in Theydon Bois Should</p>
	2		2	<p>Should be brownfield instead</p> <p>“We should use brownfield until they are all exhausted”</p>

	1		1	Don't like losing this lovely Green Belt strip at Ivy Chimneys. I walk there regularly
	1		1	St John's Road should be residential with no loss to the Green Belt
	1		1	Conflicts with NPPF paras 70, 80 and 87 / not supported by EFDC Green Belt assessment
	1		1	This is for the corridor to Cambridge to make expansion of Stansted easier
	1		1	East Epping or NW Epping would be healthier sites
	3		3	East Epping better than South Epping on sustainability (e.g. closer to town centre), deliverability (less new infrastructure esp roads required) and green belt grounds "East Epping is a more sustainable and appropriate location"
<p>The following each received one comment:</p> <ul style="list-style-type: none"> • S Epping is only for people moving into area • South Epping better for offices and workshops than housing • I enjoy looking at the Green Belt land 				
Infrastructure, Traffic and congestion	14		14	More pressure on roads and tube and facilities, will cause traffic congestion Also lots of general references to traffic
	4		4	Where are the details about how roads will connect S Epping "Where are the new roads?" "I fail to see any road infrastructure around the Brook Road development that would

				benefit any expansion in an already congested rat run road
	2		2	Noise impact The South Epping plan should be scrapped noise from M25 would be terrible
	1		1	[Brook Road] is small and narrow and unable to cope with more cars
	3	3		Infrastructure should be in place first
	2		2	Queries “trigger vital infrastructure / infrastructure unable to handle scale of development
	1		1	Traffic must be diverted from Brook Road and Bridge Hill as the parking on the roads makes passing difficult
	1		1	Prioritise new roads and road improvements plus a reliable doctors surgery to deal with any expansion
	2		2	Concerns about pollution From extra traffic and from M25

The following each received one comment:

- Is a developer really going to provide a new bridge at Epping South?
- Yes, but make sure you update roads to cope and increase parking spaces – you need to build another access road to Epping via the new south Epping area by going under / over M25
- Need better bus services for new South Epping Linkage between South Epping and Town Centre
- Lack of info about infrastructure
- Drainage along Brook Road
- Loss of natural environment in South Epping
- Impact on existing stables and houses
- Unrealistic to assume people will cycle
- Keep the playing field at the bottom of Bower Hill, otherwise South Epping will be the pure relation regarding getting kids to play and be active
- As the [S Epping] site raises up above Epping it will visually impact on the town
- Yes as long as there is no affordable housing