

Issues and Options Consultation

‘Guidance responses for Theydon Bois Residents’

These brief model answers are intended as ‘Guidance’ only. They represent an agreed consensus of opinion following a meeting of the following groups:

- Theydon Bois Parish Council Planning Committee
- Theydon Bois & District Rural Preservation Society
- Theydon Bois Action Group; and
- Theydon Bois Village Design Statement Association

Please note the following important points:-

1. The answers were arrived at after detailed consideration of the ‘Planning our Future’ Consultation Document by each group. If you do not agree with any of the answers please substitute your own. Each of the above groups will be making their own more detailed responses.
2. You do not need to answer all the questions in the EFDC Questionnaire or given in this ‘Guidance’. We have not ourselves tried to answer for most local areas in the Questionnaire. We would though suggest that you answer the questions for Harlow (Q16 – Q18), Distribution of Growth/Spatial Options (Q19-21) and Epping (Q35 – Q39) as these have a very direct bearing on the outcome for Theydon Bois. We believe it is important to answer NO (i.e. Object) to all Q62 for Theydon Bois. It is also important to answer Q3 – Q11 on Chapter 3.Green Belt and Landscape.
3. Please try as far as possible to put the answers into your own words as then your individual response will carry more weight. If you just wish to agree this response then you can sign up to a ‘Group Response’ which is available for you to sign in the Parish Office.

4. The closing date and final date for you to respond is 12 noon on Monday 15th October at EFDC Offices in Epping. You can respond in any of the following ways:

- You can complete an online response at
- <http://plan1.eppingforestdc.gov.uk/northgate/ldf/ldfexplorer/RegisterUser.aspx>
- You can email your response to ldfconsult@eppingforestdc.gov.uk.
- The above are linked from Theydon Bois Village Website Issues & Options Page
- You can post your response to:
Epping Forest District Council
Freepost CL3360
Epping CM16 4YA

If you are short of time completed responses taken to Theydon Bois Parish Office by 10.00am on 15th October will be forwarded to EFDC to meet the 12 Noon EFDC Deadline

Draft Guidance Answers by Reference to Numbered Questions:

- (1) No. There is no reference to the concept of ‘Localism’.
- (2) Yes
- (3) 3.14 Yes. NB. It is map 3.1 not 2.1 as stated.
- (4) 3.15 Yes.
- (5) Consider selection of Options b, c, d, e, f and h. We would stress the importance of e and f.
- (6) No. We believe there should be a further strategic gap between Theydon Bois and Abridge (East of the Central Line) to prevent ribbon development along the Abridge Road and breaching the distinct Green Belt Boundary of the railway line.
- (7) No. Clearly land situated adjacent to Epping Forest/Buffer Land will be richer in biodiversity than other sites.
- (8) No comment.
- (9) No. Reference to the proposed Conservation Area for Theydon Bois has been omitted.
- (10) No. The views of the community in Village Design Statements should be considered and given weight.
- (11) Agree all: **a, c, d, b, e.**
- (12) No. Ensure, by policy, the ‘ring fencing’ and prioritising of affordable housing in certain local rural communities for local residents and their families in perpetuity. There is no recognition of the pressure arising from London growth.
- (13) The range of potential housing targets should be lower.
- (14) It should be lower owing to the fact that the ‘Windfall’ allowance only counts for five years.
- (15) No comment.
- (16) Yes.
- (17) Yes with reference to HAR-B and HAR-E. **No** with reference to HAR-D.
- (18) Support B and E because these represent the most sustainable options for Harlow and the surrounding areas and are most likely to provide Harlow with opportunities for regeneration and economic development. HAR-B offers opportunities for integration into the existing infrastructure. Object to HAR-D which is sited the wrong side of the ‘ridge’ and development in this location would be intrusive in the Green Belt.
- (19) Spatial option 4
- (20) Yes. 4 and 5.
- (21) Yes. Transport Focus – Proximity to mainline train stations should be an option. As a general point, the options all focus away from Loughton and Debden despite the capacity of the Loughton/Debden conurbations to take some further development.
- (35) No. Epping F and G should not be included. (See answer 39)
- (36) No comment.
- (37) No comment
- (38) Object to F and G.
- (39) Epping F and G fall at least in part within the strategic Green Belt Gap indicated in blue in diagram 3.1; there would be an adverse impact on the Green Belt and Theydon Bois.

Theydon Bois

- (61) Theydon Bois. (No) See (62) and (63).
(62) No to all i.e. Object to TBA-A, TBA-B and TBA-C.
(63) **Theydon Bois A**

Impact on Green Belt and Landscape:

Given the visually significant slope and lie of the land, any development of this site would be very highly conspicuous thus being to the severe detriment of the openness of the Green Belt (both when viewed from the surrounding Green Belt and from the built environment within the Village of Theydon Bois.)

In terms of the boundary between this site and the existing built settlement there is a very distinct and established boundary comprising a public footpath, watercourse and ancient tree/hedge line.

This is good agricultural land still in use and should be retained for this;

This should form part of the strategic Green Belt Gap shown in Diagram 3.1 – but not shown on page 143.

Developing this land would be in conflict with the extant Theydon Bois Tree Strategy and some of the policies in Appendix A (page 27).

This is contiguous with the Epping Forest Buffer Land and their associated Bio Diversity issues.

Traffic impact:

Access to the site constricted by narrowness of approach road, Forest Drive/Dukes Avenue, and throughout village;

Residents are likely to be commuters to London and this would have an impact on the Central Line and Theydon Bois station. This is recognised in Q 19 – (Harlow Option 4/5 and para 7.6, page 186) where development should be away from the Central Line.

Impact on Services:

Primary school is at present at capacity;

The Doctors' surgery in our village is a satellite of the Limes, Epping already it closes for long periods without notice due to lack of Doctors. Villagers already have difficult in making early appointments in both Theydon Bois and Epping.

Impact on Utilities:

Sewage system already exceeds capacity on occasion with many blockages and flooding particularly in Poplar Row and Coppice Row. Majority of sewage pipes throughout village are as originally installed at the end of the 19th century and are inadequate.

Similarly, electrical supply restraints (at present power cuts are often). The Supply Company continually have to repair the wiring infrastructure much of it dating from 1928.

Flood risk:

Building on this land would further aggravate surface water flooding in the village caused by water run-off from the forest in times of heavy rainfall.

Heritage:

Theydon Bois is a Forest Village with an important Village Green. A new Conservation Area for the village has been recommended in para.3.14 (page 16) and therefore major infrastructure changes and increased traffic would adversely impact on this conservation area.

Developing this land would be in conflict with the extant Theydon Bois Tree Strategy and some of the policies in Appendix A (page 27).

Impact on Residential Amenities:

New development would be intrusive to residents in Dukes Avenue, as the site is on a slope overlooking many dwellings.

The land on the site rises steeply to the north east and any dwellings here would mitigate against the present Dark Skies Policy.

Other:

This site has a long established and valuable amenity value to local residents.

There is a long history of all year round use for recreational activities.

Theydon Bois B

Impact on the Green Belt: although this is a small site, it abuts the forest. Epping Forest is a Site of Special Scientific Interest and also a Special Area of Conservation, under the European Union's Habitats Directive.

Previous planning applications have been rejected here because of inadequate highway sight lines on Coppice Row.

Theydon Bois C

Impact on Green Belt.

NPPF states that Green Belt boundaries should be clearly delineated.

The railway line to the east of the village is one such boundary;

As we stated in our answer to Q (6) there should be a strategic Green Belt Gap between Theydon Bois and Abridge to prevent 'ribbon development';

This is important agricultural land abutting the Thrifts Hall Farm Ridge as set out in the Theydon Bois Tree Strategy (page 8);

This site is close to the new Theydon Wood and would impact on biodiversity movement between Epping Forest and that wood. The new wood itself forms part of the 'London Green Arc'.

Traffic impact:

Access and particularly egress to/from the site from Abridge Road would have an adverse effect on highway safety as has been recognised in refusal of planning applications for developments adjoining Abridge Road.

Residents would likely be commuters London and this would have an impact on the Central Line and Theydon Bois station. This is recognised in Q 19 – (Harlow Option 4/5 and para.7.6, page 186) where development should be away from the Central Line.

Access and egress from Poplar Row and over the bridge in Green Glade would be constricted by the narrowness of the roads.

Impact on Services:

Primary school is at present at capacity and a second and much larger school would be needed to accommodate such a development.

The Doctors' surgery in our village is a satellite of the Limes, Epping already it closes for long periods without notice due to lack of Doctors. Villagers already have difficulty in making early appointments in both Theydon Bois and Epping

At least one much larger surgery would need to be built in Theydon Bois to accommodate the increased population. Population growth in Epping would also impact on Theydon Bois.

Impact on Utilities:

Sewage system already exceeds capacity on occasion with many blockages and flooding particularly in Poplar Row and Coppice Row. Majority of sewage pipes throughout village are as originally installed at the end of the 19th century and are inadequate.

Similarly, electrical supply restraints (at present power cuts are often). The Supply Company continually have to repair the wiring infrastructure much of it dating from 1928.

Heritage:

Theydon Bois is a Forest Village with an important Village Green. A new Conservation Area for the village has been recommended in para.3.14 (page 16) and therefore major infrastructure changes and increased traffic would adversely impact on this conservation area.

Developing this land would be in conflict with the extant Theydon Bois Tree Strategy and some of the policies in Appendix A (page 27).

This site is rich in ancient and important trees. There are approximately 50 Tree Preservation Orders on the site.

Land comprising this site was referred to in EFDC's 'Landscape Sensitivity Study 2009' as a 'Sensitive Historic Landscape – 18th/19th Century Enclosure'.

Impact on Residential Amenities:

A large scale development of up to 1,000 homes on this site would be detrimental to the Dark Skies Policy.

Other:

Public footpath 10 traverses the site. Any development would adversely affect the amenity and enjoyment of this footpath. Loss of farmland and rural employment.

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- (74) No. There is insufficient clarification on provision for Gipsies and Travellers.
 - (75) No. Densities must be more closely tied to the existing density of the location in question.
 - (76) Yes, but see response to Q (75).
 - (77) Mixture of densities.
 - (78) Yes.
 - (79) Should be higher. (Overall higher, but with regard to Q (77) answer.
 - (80) Yes.
 - (81) No. see response to Q (74). Research shows that neither community wishes to live next to one another.
 - (82) No. Impact of the development of 'out of town' supermarkets that are within district is not properly addressed.
 - (83) Yes.
 - (84) No comment.
 - (85) No comment.
 - (86) No. The importance of Farming has not been considered.
 - (87) No. see response to Q (86).
 - (88) No comment.
 - (89) No comment.

- (90) No. Address integration of fare structure between National Rail and Transport for London to reduce cross district car commuting. No acknowledgement made of use of existing bus services. Impact of Junction 5 M11 Junction structure not taken into account. The practical effect of the present Junction arrangement puts traffic through the Forest.
- (91) No. Are two parts of 7.6 contradictory? Development should be away from the Central Line.
- (92) No. The for instance of Theydon Bois C would need direct large scale infrastructure improvements funded by central government to be viable. There is a need to ensure that guarantees regarding infrastructure are made before development can proceed.
- (93) No. The direct relationship between water supply shortfalls and housing numbers proposed is not properly addressed.
- (94) No. See 93.
- (95) Yes.
- (96) No. More weight should be given to Village Design Statements.
- (97) No. *{Please try to make your own additional comments here}*