

# Theydon Bois Action Group

PROTECTING THE VILLAGE OF THEYDON BOIS

Theydon Bois Action Group

13 May 2009

The Planning Inspectorate  
Room 3/16 Eagle Wing  
Temple Quay  
Bristol  
BS1 6PN

Reference APP/J1535/A/09/2102000/NWF

Dear Sir or madam

Please note that Theydon Bois Action Group and its members wish to object most strongly to the above planning application.

This application for a large-scale commuter car park is inappropriate development in the Metropolitan Green Belt and would harm openness.

The appellants have cited six grounds of appeal. We will deal with each.

- 1) The implementation of a Section 106 agreement can not compensate for the harm that this large-scale commuter car park will do to the openness of the Metropolitan Green Belt.
- 2) The grounds for refusal, as detailed in the EFDC Reasons for Refusal are compelling and irrefutable.
- 3) Theydon Bois does have a 'parking problem' but that is because commuters wish to park for free in our residential streets. A scan of the tax discs displayed in the car windscreens shows cars from Harlow, Chelmsford, Ingatestone and Ongar. Theydon Bois should not have their Metropolitan Green Belt harmed because commuters that could easily travel to a closer over ground station choose to park for free and commute on a cheaper underground system. Residents have also noted that recently the small car park at Theydon Bois Station has spaces left as late as 9.10 in the morning. On the morning of 8<sup>th</sup> May there were five spaces available at 7.20, on 11<sup>th</sup> May there were four spaces, two of which were disabled at 8.20, on the 12<sup>th</sup> May there were two spaces available at 9.10, one disabled and on 13<sup>th</sup> May

there was a space available at 9.05. There are also spaces available during morning rush hour at Epping and Debden Station car parks. The commuter car parks at Epping, Theydon Bois and Debden should be visited by the inspector at rush hour to validate these claims. The local residents that support this application only do so because they believe it will result in the removal of the restrictive parking, yellow lines, from outside their homes, and this application will not, commuters will continue to strive to park for free.

- 4) The site may be previously developed land, but the development was for small scale changing facilities for outdoor sports, which is appropriate in the Metropolitan Green Belt. This land currently has enforcement notices outstanding for the unlawful location of portacabins, caravans and a small brick structure.
- 5) TBAG have had confirmation from Emma Featherstone Strategic Development Engineer at Essex County Council. She confirms that *'My stance towards the application remains the same as it did at the planning application stage. The applicant has not demonstrated to the satisfaction of the Highway Authority that he controls sufficient land to connect his site to the public highway. The applicant has not demonstrated to the satisfaction of the Highway Authority that the proposed access arrangements and impact on the network are acceptable in terms of highway safety, capacity and accessibility, this means that the Highway Authority did not agree with the findings of the submitted TA and required the applicant to provide further information. With regards to the statement: 'The appellants consultants have already agreed with the Highway Authority that the design of the junction can accommodate more than the anticipated vehicle movements arising from the proposed development.' I have had no contact with the applicant or their consultant, I am at a loss to understand their statement as I have not been able to agree the predicted vehicle movements contained in the TA. I informed the applicant of the inconsistencies within the TA and requested that they be clarified, via Epping Forest Planning. I received no response.* The TRO's for the prohibition of right turn and no entry into Abridge Road were requested following comments from the safety audit, which was undertaken by the County Council's Consultant. The recommendations of this safety audit and the detailed design was that the above prohibitions be undertaken. It would seem that in order for the access road for the proposed golf course to be safe then a prohibition of right hand lane should be implemented. The TRO was not and it would seem likely that 350 cars entering and leaving the site at similar times of the day could cause more traffic than was envisaged for the golf course. A prohibition of right hand turn from the proposed car park would mean any cars leaving the site would have to turn left then travel to the mini roundabout in Abridge before being able to travel in a Westerly direction. This would increase traffic in a known bottleneck of Abridge and may lead to cars using private drives on the Abridge Road in which to turn round. The Abridge Road has an unrestricted speed limit of 60mph. The Abridge Road is unlit, Theydon Bois has a 'dark sky policy' and the pavements are inadequate. The applicant is misinforming and misleading.
- 6) The proposed development under appeal planning application EPF/2439/08 does affect footpath TB4. This path runs from the footbridge adjacent to Theydon Bois station and runs north east to the underpass under the M25 in

the direction of Epping. Please see enclosed copy of the Epping Forest & Lee Valley Ordnance Survey Map 174, an OS map dated 1915 and the official Essex CC plan of the correct location of TB4. The EFDC plan attached shows the footpath running parallel to the Garnish Hall brook, which is incorrect; the footpath actually runs diagonally across the site, not parallel to the brook. The Rights of Way Officer Mr Chris Camp, and Mr Matthew Lane were informed by the appellants representative that the application has been amended and the car park is no longer located on top of footpath TB4. This detail should be checked against the correct location of TB4. Which is misleading.

It is essential that this Application is the subject of close scrutiny relative to the points made in this objection.

A representative from TBAG would like the opportunity to speak at the public inquiry.

This appeal should be refused.

Yours sincerely

Theydon Bois Action Group