

Epping Forest District Council Representations to the Draft Local Plan Consultation 2016 (Regulation 18)

Stakeholder ID	3959	Name	Christine Deacon	North Weald Bassett & District Preservation Society
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Method	Letter
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Date	12/12/2016
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Letter or Email Response:

Draft Policy P1 (Paragraph) 5.27 - Epping A. Residential Site - Part iii) SR-0071 (Land at Stonards Hill) - Approximately 115 homes. The following consultation comments relate specially to the above policy and Part iii) which is one proposed housing site in Epping. The reason for this is that I am a resident in Epping and I have known this particular site for many years and so I am familiar with its context and character. I also only have limited time, and resources, and so cannot comment on every site in Epping unfortunately. However, I would request that these detailed comments below are taken into consideration before making a decision on whether this site is suitable for future housing. It is appreciated that there will be a need for future housing sites to be allocated in the new Local Plan and that some of these may require the loss of Green Belt land. Although this site would result in the loss of Green Belt land, the main concerns identified below relate to whether this site is suitable for housing per se before then considering whether the loss of this part of the Green Belt can be justified. The main issues relating to this site are as follows: 1. Site Access Vehicular It appears from the evidence base referred to in the draft Local Plan, and available to the general public, that the original site considered by Nathaniel Lichfield and Partners (NLP) and identified in their 'SL.AA' map drawing (No.GIS12991-019) dated 09.05.2012 (copy of map attached Fig.1) shows a much larger site referred to as 'SR-0071' than is currently shown on the current map shown in figure 5.4 'Site allocations for Epping' (copy of map attached Fig.2). It is reasonable to conclude that the use of this private lane in principle is unsuitable for any form of access to this proposed housing site. Whilst there would be significant benefits to the future residents of this site due to the close proximity to the underground station, the use of this lane for just for pedestrian access would also be problematic. There are no existing pavements in the lane and also no opportunities to create these due to the limited width of the lane. With no street lighting and no pavements it would not be safe for children and adults to be expected to walk in the roadway. In summary, the proposed site does not have 'suitable' access for either vehicles or pedestrians. Congestion In Arup's 'Site Suitability Assessment' (see fig.5) its analysis of '6.6 Traffic Impact' is that: 'Areas around the site expected to be uncongested at peak time, or site below the site threshold where it would be expected to affect congestion' 0 Presumably this refers to the traffic levels in Kendal Avenue at morning and evening peak commuter time. Whilst Kendal Avenue is a wide highway, parking is allowed on both sides of the carriageway apart from a one hour period mid-morning. With parking allowed on both sides of the road the reduced width means that it is not possible for a free two way flow of traffic. Whilst Kendal Avenue is already busy at commuter times now, a further

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traffic study is required to access the likely level of congestion that would result from 115 houses using this junction with Kendal Avenue as no 'Qualitative Assessment' by Arup's in their 'Site Suitability Assessment' has been undertaken.

2. Topography In Arup's 'Site Suitability Assessment' (see fig.5) its analysis of '1.7 Flood Risk' is that the site is within 'Flood Risk 1'. There is no 'Qualitative Assessment' by Arup's which goes beyond this which for example needs to also consider potential flooding beyond the site that will result from 0 'overland flow' of surface water. The proposed housing site falls steeply in a southerly direction and has a gradient similar to that of Kendal Avenue. At the bottom of Kendal Avenue is a railway line embankment with existing houses which back onto this. The low point of Kendal Avenue is in an existing cul-de-sac of houses. The proposed new housing on this steep area of land has significant potential to increase the risk of overland flow and cause flooding to the bottom of Kendal Avenue where the existing houses back onto the railway embankment. This existing railway embankment will impede the flow of any surface water thereby potentially trapping the flood water within the proximity of the existing housing. Any housing proposal will therefore need to incorporate Sustainable Urban Drainage Systems and other additional engineered measures to ensure that there will be no additional risk to flooding of existing properties in Kendal Avenue. These measures will impact on the viability of the site and so its potential deliverability and so need assessing at an early stage prior to any potential selection of this site for future housing. *ATTACHED 2 MAPS OF SITE ALLOCATION*