

Stakeholder Reference:

Document Reference:

Part A

Making representation as Resident or Member of the General Public

Personal Details		Agent's Details (if applicable)
Title	Mr	
First Name	David	
Last Name	Hamer	
Job Title (where relevant)		
Organisation (where relevant)		
Address		

Post Code

Telephone Number

E-mail Address

Part B

REPRESENTATION

To which part of the Pre Submission Epping Forest District Local Plan does this representation relate?

Paragraph:

Policy: P 4 Ongar

Policies Map:

Site Reference: ONG.R6

Settlement: Ongar

Do you consider this part of the Pre Submission Local Plan to be:

Legally compliant: No

Sound: No

If no, then which of the soundness test(s) does it fail? Effective, Justified, Consistent with national policy

Complies with the duty to co-operate? Yes

Please give details either of why you consider the Submission Version of the Local Plan is not legally compliant, is unsound or fails to comply with the duty to co-operate; or of why the Submission Version of the Local Plan is legally compliant, is sound or complies with the duty to co-operate. Please be as precise as possible. Please use this box to set out your comments.

I wish to make my representation in relation to site ONG R6. It is difficult to see that development of such a relatively small site can be sound, or legal, without damage to Ongar's historical fabric, road safety implications and disproportionate costs. I do not believe the site is suitable for the proposed 33 homes for the following reasons:

1. Proximity to Grade II listed property 'Dyers' and Grade 2* listed 'Marden Ash House' These two important properties, on either side of the A113, have for centuries served to mark the entrance into Ongar from the south, and are a reminder of Ongar's historical importance as the gateway to East Anglia from the City of London. Building on land adjacent to Dyers would remove this status and have a hugely detrimental effect on the uninterrupted views to the south east currently commanded by both properties. In accordance with environmental and planning guidelines, I think that this development will adversely affect the characters and settings of both of these buildings and this entrance to Ongar. According to English Heritage, it should also be noted that Marden Ash House is a particularly important building of more than special interest. 5.8% of listed buildings are Grade II*. (were 5.5% of listed stock is Grade II*, and 92% of listed properties are of a lower grading)

2. Road safety for road users and pedestrians. Site ONG R6 is accessed via the A113. The A113, has been labelled as among the worst in the country by the Road Safety Foundation (and indeed the most dangerous road in the East of England). This particular stretch was assigned Accident Black Spot stats - only the 2nd time this has happened in Essex. FOIA requests from the police and council acknowledge this 'A road' has one of the worst accident rates in the county. A number of accidents have occurred at the exact spot that is proposed to be used.

Essex Highways has already tried to address some of the issues, but this location remains extremely dangerous, as highlighted by a five day speed survey conducted by Essex Police outside 'Dyers' during 2015 (since the mitigating measures), which found average speeds coming out of Ongar (southbound) to be 37mph as vehicles approached the blind bend on which site ONG R6 is positioned.

Additionally, during this time, during a site visit to this exact location, the Essex Police Highways Safety officer commented of the potential dangers to pavement users along this stretch from lorries overhanging the pavement with wing mirrors etc.. He was also concerned at the way traffic was using this stretch and in particular the blind bend (and stretch of road) that serves as access to site ONG R6.

Additionally on 14th May 2015 a speed limit enforcement operation by Essex Police over a two hour period resulted in over 150 motorists receiving penalty notices/orders to attend speed awareness courses. An example of how dangerous siting an additional junction on

this bend would be is provided by events of 19th March 2015. Traffic lights for roadworks led to a build-up of stationary traffic southbound on the bend. A five vehicle collision ensued (Police Incident Number 499 19/03/15). Significant mitigating measures would have to be put in place in order to make any access safe, again impacting on the integrity of the historical buildings adjacent and incurring significant cost.

3. Access to local Amenities

Site ONG R6 is one of the furthest of those proposed in Ongar from local amenities and infrastructure (e.g. supermarkets, primary and secondary schools, health centre, leisure centre). Public transport can only be accessed further into the town on the A128. There is no path on the eastern side of the A113 and the proximity of Dyers, The Coach House and Gate Cottage to the road mean that it would not be possible to construct a path of sufficient width to offer pedestrians the protection needed. Thirty-three households, unable to access services on foot, will generate considerable traffic in and out of the development. Additionally, the plan proposes to remove some local amenities from this end of the town - i.e. re development of the Stag PH (site ONG. R8).

4. Flooding

The location for this development is at the very edge of a 'high risk' flood area. The additional loss of fields (replaced by concrete and tarmac) will only serve to create more of a flood risk to the areas directly below this development.

It is difficult to see that development of such a relatively small site can be justified given the damage to Ongar's historical fabric, road safety implications and cost. I do not believe the site is suitable. Houses should be built in areas that can accommodate the extra houses and not in a location that will jeopardise the safety of local residents and children.

Please set out what change(s) you consider necessary to make the Pre Submission Local Plan legally compliant or sound, having regard to the test you have identified in the question above (Positively prepared/Justified/Effective/ Consistent with National Policy) where this relates to soundness. You will need to say why this change will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

Considerable changes would need to be made to the transport infrastructure, namely improved roads and public transport. Considerable changes will have to be made to the A113 in order to make the road (and pavements) 1: Safe and 2: workable

If your representation is seeking a modification, do you consider it necessary to participate at the oral part of the examination?

Yes, I wish to participate at the oral part of the oral examination

If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary:

In the interests of fairness and openness

**Please let us know if you wish to be notified when the Epping Forest District
Local Plan is submitted for independent examination**

Yes

Signature: David Hamer Date: 29/01/2018