

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

Stakeholder ID	3504	Name	Adriana	Jones	Moreton, Bobbingworth and the Lavers Parish Council
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Method	Letter
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Date	12/12/2016
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Letter or Email Response:

The Parish of Stanford Rivers has no specific housing allocations within the Draft Local Plan, however Councillors and local residents have expressed their concern at the lack of clarity regarding the infrastructure needed to deal with the increased population and the cumulative impact this will have on the Parish. This includes facilities such as doctors and schools, however the most concerning issue is roads and transport. Para 4.80 of the Draft Local Plan identifies the feedback from local residents which included the decline of rural bus services as being frequently mentioned. This is an issue which means areas such as Toot Hill and Stanford Rivers are becoming increasingly more isolated with the reliance on vehicle ownership becoming more essential. The Parish Council is supportive of the statements under paragraph 2.51 which identify both protecting local services in the District's rural areas and facilities in villages, and addressing the transport needs of current and future populations for both rural and urban populations as being key issues to address as part of the Draft Local Plan. The Parish Council is pleased that the Draft Local Plan (under Para 4.79 Draft Policy T 1: Sustainable Transport Choices) recognises that Epping Forest District faces a number of challenges including that for some communities, public transport, walking and cycling are not realistic options. This is the case for both Stanford Rivers and Toot Hill. Rural bus services are becoming less and less commercially viable and therefore cannot operate without receiving subsidy from Essex County Council, which is itself operating within an environment of significant financial challenges. Under paragraph 4.81 the need to secure the provision of, or financial support for, bus services, and walking and cycling facilities is the Councils preferred approach, however the Parish Council feels this should be extended to ensure that such provision is not limited to the particular area of development, but takes into consideration the sustainability of the wider network by increasing public transport links to other areas. An appropriate example of this would be to extend the 375 bus route into Ongar itself, thus providing a much needed link to Romford via Stanford Rivers. Due to the lack of clarity in terms of infrastructure (both within the Draft Local Plan document, and the Infrastructure Delivery Plan), the Parish Council is unable to ascertain exactly how development in other areas of the District is likely to affect the Parish itself, however will expect that: a) the relevant and appropriate infrastructure for any development is in place in a timely fashion; b) the Parish should not suffer a detriment because of any development throughout the District. The impact of development will most noticeably be felt along the A113 London Road through Stanford Rivers - a road that already suffers from dangerous driving, speeding, and road surface flooding issues, all of which the Parish Council continues to lobby the relevant bodies for change. Any development around Ongar should take into account the resultant impact of traffic on this road, and

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appropriate mitigation measures (through discussion with Essex County Council and the Parish Council) should be put in place. The Parish Council supports Draft Policy D1 Delivery of Infrastructure which states that new development must be served and supported by appropriate on- and off-site infrastructure and services, and that planning permission will only be granted for developments where the infrastructure and services required to meet the needs of the new development and/or mitigate the impact of the new development is either already in place or will be provided to an agreed timescale. The River Roding runs north to south on the eastern most part of the Parish, with Stanford Hall brook running west to east towards the north (an area that regularly suffers from flooding). The Strategic Flood Risk Assessment Level 1 Update 2015 identifies that surface water runoff is the greatest risk to the District with regard to flooding, with the corridors of the River Lea and River Roding, including their main tributaries Cobbins and Cripsey Brooks, containing the majority of the flood risk zones in the District, in particular the rapid onset of flash flooding of the smaller watercourse system. The Infrastructure Delivery Plan identifies that due the majority of the district overlaying London Clay, the Roding catchment has a rapid response to rainfall, and is vulnerable to flooding. This is most noticeable by way of regular flooding at various locations along the A113 between Ongar and Abridge, with the road often becoming entirely impassable due this flooding. The Parish Council supports Draft Policies DM 15 Managing and reducing flood risk, DM 16 Sustainable Drainage Systems, and DM 17 Protecting and enhancing watercourses and flood defences, and will expect that measures are taken to ensure the impact of development further south in the District will not have a detrimental effect on the River Roding. The Parish Council is encouraged to read within the Infrastructure Delivery Plan that discussion are ongoing with TfL regarding the central line, and requests that as part of these discussions consideration should be given to reopening the underground line between North Weald and Ongar, with an area for public parking possibly being located near to M11 at the western area of North Weald. Stanford Rivers Parish Council 12th December 2016 The scale of the proposed development would be insufficient to deliver infrastructure.

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