

4. This representation relates to

Paragraph 3.88

Policy Policy T1

Site reference

Settlement Loughton

5. We consider that this part of the Submission Version of the Local Plan is

b) Sound: No

because it fails

Positively Prepared

Effective

4. This representation relates to

Paragraph

Policy

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Settlement

5. We consider that this part of the Submission Version of the Local Plan is

b) Sound: No

because it fails

Positively Prepared

Effective

Justified

6. Details of why we consider the Plan to be unsound

6.1 The infrastructure plan refers also to bus services in paragraph 3.88ⁱ and Policy T1ⁱⁱ, but does not state how effective services are to be secured. Unless there is a clear mechanism for doing so, the provisions of the Plan fail to be positively prepared; nor will the Plan be effective.

6.2 As background, we note that in March 2017 the bus service near Jessel Green (site R5) was reduced by 40%. A service operating to near site R4 was reduced by 55%. The main bus services near R4 do not run after 8pm.

7. Changes needed

7.1 Detailed requirements would of course need to be designed in relation to the size of a development and the existing bus services.

7.2 However, as an indication of what would be required to make the Plan positive and effective, we would suggest the Plan could be made sound, as far as settlements on the Central Line (such as Loughton), are concerned, by requiring any developer of a major site to fund, for at least 5 years, any shortfall in the service to the nearest Central Line station, with a minimum 15-minute frequency during the 0500-2200 period.

8. Participation in the oral part of the examination

Yes, we wish to participate in the hearings.

9. We consider this to be necessary because

We think that it is necessary for us to participate at the hearings

- Because of our local knowledge (see description of Loughton Residents Association below)
- Because of the Council's failure to take proper action in respect of the views expressed in public consultations or in feedback from local Cllrs (see for example our representation on Site LOU R5 Loughton).

About Loughton Residents Association

Loughton Residents Association is a very active group of local residents who care for Loughton and its environment. Our membership is around 1,000 households, and we have been in existence for over 35 years. We are independent of any political party. We seek, and listen to, the views and concerns of Loughton residents and take action in support. We have a majority of the councillors on the Loughton Town Council, are the second largest group on Epping Forest District Council & are represented on Essex County Council. We provide our own regular printed and email newsletters to residents and our own website, www.loughtonresidents.org.uk

10. We wish to be notified when the Plan is submitted for independent examination

Yes ✓

11. Have you attached any documents to this application? No



Signature:

28/01/18

ⁱ 3.88 Recognising that there is a need to manage any future growth in car travel the Local Plan has taken into account the need to maximise the potential to widen sustainable transport choices and encourage reductions in car use wherever possible by:

- considering existing and future sustainable transport opportunities as part of the criteria when identifying sites for housing and employment;
- ensuring the provision of facilities and

services in new strategic developments to provide high levels of 'self- containment';
and

- securing the provision of, or financial support for, bus services,

ii **Policy T 1 Sustainable Transport Choices**

A. The Council will work in partnership with relevant stakeholders to promote a safe, efficient and convenient transport system which will:

(i) build on the District's strategic location, through improvements to strategic road and rail connections and other public transport networks to the wider area;

(ii) promote transport choice, through improvements to public transport services and supporting infrastructure, and providing coherent and direct cycling and walking networks to provide a genuine alternative to the car and facilitate a modal shift;

(iii) provide opportunities to improve access to the two Town and four Small District Centres and rail stations by all modes of transport and ensure good integration between transport modes;