

QUESTIONS AND STATEMENTS FROM THE PUBLIC

TO THE CABINET ON 12 OCTOBER 2021

Item 6 – Hylands Park Off-Street Parking Places Order

1. Ann Holmes – Unable to attend meeting

I have a couple of questions about parking at Hylands. If I purchase a season ticket how will a parking space be guaranteed for me to be able to park and all spaces not filled up with people buying hourly tickets, especially when events such as Sunday markets are taking place. Will there be any public transport put in place from the city centre to enable people to access the park without driving? And if not why not?

Item 7 – Chelmer Waterside Development Framework

1. Lucy Roper – Unable to attend meeting

I welcome plans to improve facilities and increase the number of plots at the Hill Road Allotment site. However, under this revised Framework four allotment plots will be removed. As an allotment holder that has invested significant time and money into my plot I would like to understand whether there will be opportunities for further consultation regarding its removal?

2. Daniel Plewinski – Unable to attend meeting

In the latest framework for Chelmer Waterside, the area for the early year's nursery has been extended so that 4 allotment owners will be evicted. The 4 storey apartment block has been removed in the new framework due to its impact on the allotment site, according to Appendix 2. However, this building wouldn't have removed a single allotment plot, whereas the early year's nursery will have a significant impact on the allotment site due to the removal of cultivated land.

My two questions are:

1. Why has the land need increased so dramatically for the early year's nursery?
2. Why can't the early year's nursery be built in a location where there are currently no plots?

Item 8 – Army and Navy Consultation

1. John Hammond – Unable to attend meeting

I would like to submit the following to Cabinet for the item on Army & Navy Sustainable Transport Package Consultation.

1. A subway should be included for the benefit of **all** users of the junction because it would result in fewer stop-starts for both motorised and non-motorised users. In addition, it would reduce the amount of pollution and free-up capacity e.g. to help buses in Baddow Road. If not done now, in future years residents will ask why capacity was not maximised. The main reason claimed by Essex Highways for not including subway is that space required for ramps would restrict width for ground level facilities. From examining plans, that does not seem to be an insurmountable problem, particularly for the T-junctions option. If the Council asked for it as a requirement, a way could be found.
2. The proposed new segregated cycle route into the city centre should be implemented as soon as possible to encourage modal shift before reconstruction of the junction.
3. Provision should be made in the design for the most direct cycle route on the north side of Baddow bypass towards Sandon Park development site.
4. On Van Diemens Road, it is more convenient to have cycleways on both sides of the road (rather than 2-way on one side only).