

CHELMSFORD POLICY BOARD – 19 December 2022

PUBLIC QUESTIONS AND STATEMENTS

Item 5 – Chelmsford Garden Community – Strategic Growth Site 6 Stage 1 Masterplan Framework

1. Mr H

1. A direct primary cycle route to Beaulieu School from the Channels direction should be provided and available straightaway. That would rectify a current important missing link in the network.
2. Direct cycle routes to Beaulieu Station from northwest and southwest should be provided and available before the station comes into operation.
3. A cycle/pedestrian bridge should be provided between Beaulieu and Boreham when the rail line is closed for construction of Beaulieu Station in 2023.
4. It should be stated clearly that offsite and onsite cycle routes shall be made available before first occupation of development (to facilitate and maximise active travel from the outset).

2. Mr J (to be asked in person)

I have brought with me the signed petitions from the residents of Domsey Lane asking for the road to be blocked off to traffic and would ask the council members here to support this proposal.

We would like this historic lane to be preserved and returned to its former status at a quiet and safe lane used for the continued and safe benefit of pedestrians, cyclists and horses.

The owner of historic Peverals Farm, Mr Andrew Smith, supports this proposal and suggests a turning circle is put in place below the farm so that traffic from his carpet business can easily access the link road.

This would seem a simple solution to stop the lane being used as a cut through. All of the residents support the proposal, and there was one one abstention. Kind thanks

3. Mr K (Boreham Conservation Society) (to be asked in person)

“The Boreham Conservation Society” appreciates the concerns recognised in the LIR regarding the adverse impact for Boreham should the current southbound access to the A12 between Hatfield Peverel be removed. These concerns are widely shared among Boreham parishioners; we have positively identified that at least 25% of all the responses sent to the Planning Inspectorate in respect of the A12 to A120 DCO, came from Boreham parishioners objecting to the adverse impact flowing from the proposed removal of southbound access. In this context we ask if it is possible to amplify these shared concerns, and other related points, by the addition to the LIR of the following points: numbering following the draft LIR:

5.7 The Council is concerned that the predicted increases in traffic predicted to flow to / from Plantation Road on Church Road / Hammonds Lane and through Boreham Conservation Areas are in contravention of policy DC15.

6.1 Add “Impact upon Boreham Conservation Area (s) and Protected Lanes.

6.9 The council is concerned at the impact of the significant congestion and very long queues predicted, in the construction period, for Junction 19 on the southbound carriageway in the AM; Plate F 1-5 2025 AM Peak with Construction Traffic – Average Queue Lengths; Appendix F junction Modelling Technical Notes – A12 Junctions refers. This will impact upon connectivity on the A12 and may have a significantly adverse impact on the B1137 and Plantation Road, Boreham together with an enhanced adverse impact upon policy DC15. To mitigate these adverse impacts, the necessary enhanced mitigated should be agreed and implemented co-incident with commencement of the construction period.

6.12 The traffic increases predicted by NH, in peak and average daily traffic, on Main Road and Plantation Road in Boreham will increase severance within the settlement which will be detrimental to the quality of life and enjoyment of the village environment and together with “sleep disturbance and annoyance” in the non-peak, non-commuting hours, throughout the night. The cumulative and adverse impacts of increased severance, material increases in the AM peak and Average Daily traffic flows combined with night-time “disturbance and annoyance”, necessitates enhanced mitigation measures.

6.31 The North and South carriageways run side by side along the length of Boreham, it seems logical and reasonable that both carriageways should have the AMS additional mitigation.

6.32 The “likely” biodiversity impact of “requiring large amounts of vegetation” for this short stretch, on only the southbound direction is unlikely to be substantial. We propose that the that sound protection barriers be installed the length of Boreham to protect receptors from a definite increase in noise.

6.33 The City Council are very concerned that 28 households, probably 60 plus receptors, will suffer permanent “sleep disturbance and annoyance” and additional mitigation is necessary to reduce the adverse impact . The predicted increase in the AM peak is 34%, the predicted increase in Average Daily traffic is 25% ; the Council

consider that, in line with the Rochdale Envelope approach which has been adopted, worst case scenarios, regarding potential increases in traffic, are necessary for Main Road (B1137), Waltham Road and Plantation Road in the AM, IP and PM periods.

6.37 It is essential that, in line with 6.12 above, that an assessment of the cumulative impact upon Boreham parishioners, be produced.”

4. Mr A (to be asked in person)

Domsey Lane sits at the heart of the Garden Community. The tree lined lane is rural in character as it started life as a farm track providing access to local farmsteads. It is a unrestricted narrow single carriageway with room for a single vehicle travelling in one direction. There are no passing or turning points other than residents private driveways. There is no footpath, cycleway or street lighting. The lane has drainage ditches either side. If a vehicle approaches, pedestrians and cyclists have to leave the road and stand in a narrow verge between the road and ditch. If two vehicles are travelling in opposing directions one is required to reverse back to a private driveway to allow the other to pass.

The reason I am giving you this information is to provide greater context as to why the DFD should not be approved as it makes multiple contradictory statements and lacks detailed analysis specifically on the impact the plans have on Domsey Lane and its residents.

The DFD states ' The Design Framework seeks to minimize the impact on the existing community and the character of Domsey Lane' , however it goes on to sever the lane at multiple points to create access for new Garden Community dwellings, particularly at crossing point 3. The new points will require signage and road markings none of which are present today and immediately change the character of the lane. The DFD also indicates that the lane will be stopped up at crossing point 3 with access to Pratts Farm lane being removed thus reducing the length of the lane for vehicles by approximately 220m. The DFD also references future access points being made as newly acquired land sits outside of the Garden Community planning application. This raises immediate concerns that the lane will slowly lose its rural character as the development team plan to tactically phase in further access points in subsequent planning applications. These additional parcels should be factored into the overall Garden Community plan to prevent the lane losing its character one planning application at a time.

There is no detailed analysis of the estimated traffic flow at crossing point 3 to show the number of dwellings this access point will serve. It has the potential to cause significant traffic issues at peak times based on the indicative dwellings plotted on the DFD. A bus gate on the north side of crossing point 3 would prevent such traffic concerns. Supplementary information should be supplied to show how existing residents will navigate in and out of the lane as part of the DFD. Simply proposing traffic monitoring and remedial actions post development is inadequate and demonstrates a lack of understanding as the impact the crossings will have.

Domsey Lane should not be used as an active travel route. As outlined in my opening statement the lane is completely unsuitable for any increase in pedestrian,

cyclist or vehicular traffic. Residents are off grid for heating and sewage therefore require fuel deliveries and waste collection lorries. Additional pedestrian or cycle traffic poses a significant safety risk.

The Channels employment hub is completely at odds with the aim to have the majority of journeys within CGC made by public transport. If the hub can be used by non CGC residents then users will be travelling to it by car causing further traffic on the new north to south road. There does not appear to be any planned parking at the site so clarity on how users will access it should be included. If it is only for CGC residents then clarity on how access will be restricted to non CGC residents and proposed usage figures should be included..

Looking at the Appendix: Traffic and Transport Annex 1: Framework Travel Plan (FTP) Annex 2: Outline Construction Traffic Management Plan (CTMP) Annex 3: Potential Effects by Link. It appears that Domsey lane will be crossed by heavy plant traffic to aid construction of the southern plots. This will cause significant damage to the lane, generate considerable noise and increase air pollution.

In summary the development of the garden community will cause significant disruption to Domsey Lane residents for the next 15 to 20 years. The increase in noise, air and light pollution during construction and post completion will have a serious impact on residents lives. There is very little information on measures that will be put in place to protect residents from these affects both during and post completion. Further detailed plans should be provided to show how residents will navigate in and out of Domsey Lane along with a list of the measures that will be put in place to protect its historical character and its residents. Additional detail on traffic management should be provided for the 3 proposed crossings including volumes based on the number of dwellings during peak times.

Thank you

5. Mr P (to be asked in person)

I would like to thank you for taking this statement into consideration when making your recommendations .The movement strategy in the masterplan does not give sufficient consideration, or solutions, to the protection for the main village of Little Waltham from increased traffic on Back lane, Brook Hill and The Street .It is already been badly affected as a cut through from the Beaulieu ,Channels and Broomfield developments to and from Regiment Way to Main Road for central and west Chelmsford access. This will only become a bigger problem with the development of the garden village development .It requires a solution now .Please can a commitment in any decision on the masterplan movement strategy be given to protection the village ,to prevent 'rat-run' traffic ,protect the rural quiet character of the village ,and safety for pedestrians .It cannot wait for a solution from any of the proposed aspirational scheme for other new cross valley routes, which could also be detrimental to the natural beauty of the Chelmer valley.. A consultation should also be agreed with the local village population and Parish Council on road changes, restrictions, and other traffic control measures to achieve this objective. Thank you .