

Appendix 2

Domsey Lane Residents – Targeted Consultation

Comments

Comments have been submitted by four Domsey Lane residents. Two letters from Domsey Lane residents were received prior to the Chelmsford Policy Board meeting and questions raised by residents at the meeting. The remaining two letters have been received during the targeted consultation with Domsey Lane residents.

A petition signed by residents of 21 properties (all properties with one abstention) has also been received. The petition requests that Domsey Lane be blocked off to traffic prior to any development within the area and suggests that the road is closed with a turning circle introduced at some point below Peverals Farm allowing Hamilton Carpets simple access. The residents have stated that traffic along the lane is already at unprecedented levels and the restriction would allow continued and safe use for pedestrians, cyclists and horses.

Comments submitted to the meeting of the Chelmsford Policy Board – 19.12.22

- Domsey Lane should be blocked off to traffic due to its historic status and should be returned to its formal status of a quiet and safe lane; this would allow the continued and safe use of it by pedestrians, cyclists and horses.
- Local residents supported the proposal to add a turning circle in place below Peverals Farm, this would stop the lane being used as a cut through.
- Domsey Lane is tree lined rural lane, an unrestricted narrow single carriageway with room for a single vehicle travelling in one direction, with no footpath, cycleway or street lighting. Drainage ditches are located either side; pedestrians and cyclists have to stand in a narrow verge between the road and ditch if a vehicle approaches. Two vehicles cannot pass.
- The DFD lacked detailed analysis specifically on the impact the plans would have on Domsey Lane and its residents. Estimates of traffic flow at 'Crossing Point 3' should be provided, to show the number of dwellings that the access point would serve. The crossing has the potential to cause significant traffic issues at peak times based on the indicative number of dwellings. A bus gate on the north side of 'Crossing Point 3' would prevent such concerns.
- The proposed crossing points would immediately change the character of the lane and also reduce its length. Three crossings are proposed; each will require signage and road markings; none are present currently.
- The lane is proposed to be stopped up at 'Crossing Point 3' with access to Pratts Farm Lane removed, thus reducing its length for vehicles by approximately 220m.
- The DFD also referenced future access points being made via newly acquired land in the future raising concerns that the lane would slowly lose its rural character.
- The lane should not become an active travel route due to its unsuitability for pedestrian, cyclist or vehicular traffic, this would pose significant safety risks.
- The development would cause significant disruption for Domsey Lane residents for the next 15 to 20 years. Further plans should be provided to show how the historical character and its residents would be protected.
- Supplementary information should be supplied to show how existing residents would be expected to 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 to the impact the crossings will have.

- The Channels Employment Hub is completely at odds with the aim to have the majority of journeys within CGC made by public transport given it can be used by non-residents. Users travelling to the hub would cause further traffic on the new north to south road.
- Domsey Lane would be crossed by heavy plant traffic to aid construction of the southern plots causing significant damage to the lane and generating considerable noise and increased air pollution.
- Additional detail on traffic management should be provided for the 3 proposed crossings including volumes based on the number of dwellings during peak times.

Additional Comments Received

Further comments have been received since the Policy Board, in addition to the above, the following points have been made:

- The 'Technical Note' is welcomed, however, it was not previously apparent that Domsey Lane would be stopped up at its southern end prior to 'Crossing Point 3'.
- Objection to the stopping up of the lane at its southern end before 'Crossing Point 3' in the DFD as this would materially impact upon the visual amenity of the historic lane and its character.
- The provision of three crossings would affect travel for existing residents in and out of the lane onto Essex Regiment Way, which would no longer be an option (turning right onto Pratts Farm Lane).
- The lane requires access for bin lorries, fuel (no mains gas), sewage collection and emergency vehicles. A clear access plan should be provided to indicate how residents and visitors, including commercial vehicles would navigate the lane.
- The conducting of a traffic count post development risks contention between users. The count should be based on indicative occupancy figures and the number of proposed dwellings.
- Access is provided for new residents to cross Domsey Lane north to south at 'Crossing Point 3'; this is for a significant number of vehicles given the indicative number of dwellings.
- Routing for houses north of Domsey Lane and from residences within the Channels Extension to the south should be away from the lane.
- A bus gate on the north side of 'Crossing Point 3' would ensure traffic is routed accordingly.
- Domsey Lane should not be used as a discovery trail given its single carriageway width, absence of footpaths and street lighting.
- Buses crossing Domsey Lane would pose a significant safety risk.
- Hedgerow lining Domsey Lane has been omitted from the plans.
- The Northern RDR would truncate Domsey Lane and create significant access issues, seriously impact upon the safety of pedestrians, cyclists and horse riders and generate excessive noise and light pollution.
- The Northern RDR was moved to its present position crossing Domsey Lane due to an approved detailed planning application by Essex Highways to re-site the proposed roundabout on RDR1. The previous proposal placed RDR2 on the opposite side of Wheelers Hill and would not have impacted upon Domsey Lane. Residents were not consulted on the amendments.
- The proposed main road crossing Domsey Lane would create unwanted additional access to traffic seeking an alternative route.
- Reference is made to Harberd Tye and Searle Close developments off Beehive Lane where private car ownership far exceeds the available parking; despite good bus services, car use is far beyond that proposed in the Garden Community.
- Domsey Lane has a variety of well-spaced properties. The Garden Community plans indicate a far higher density of buildings and properties, entirely out of keeping with the area and with a huge negative impact on the current massing and visual amenity.