

Input from A Brunning ref for matter 6C morning session 11 December

Matter 6c - Housing Provision in Growth Area 3 – South and East Chelmsford

Information relating to 73a, showing provisions are inadequate and not timely

EB018B Road costs £1.13m / KM (3.19 P24)

- 1) **Infrastructure phasing and cashflow** – north of South Woodham Ferrers; Table 13.15

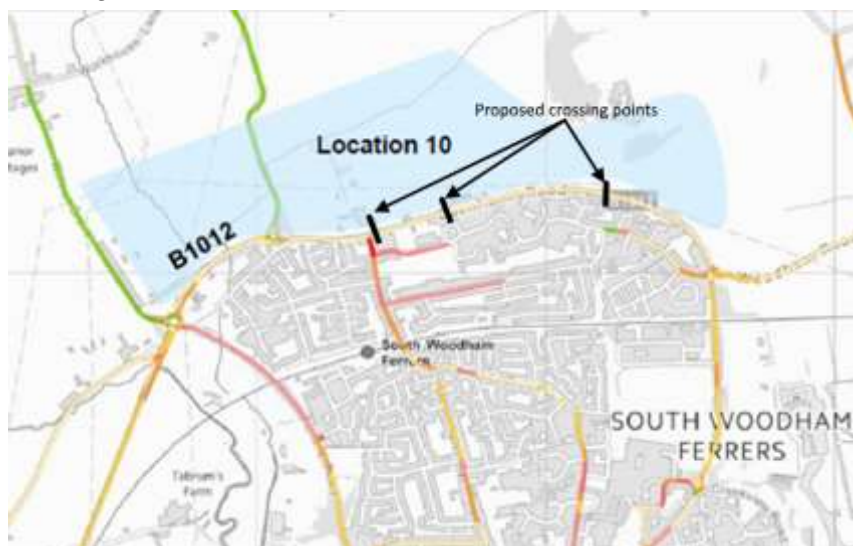
The Proposal asserts that (EB 018B 3.50 P28) All sites will be expected to provide high quality walking and cycling infrastructure within their sites. This cost would be part of a developer's secondary infrastructure provision. This will not be provided in a timely manner

- a) The table demonstrates that there is no intention to provide additional safe crossing points to the **B1012 for residents in the first 230 houses (2018-23)**. These residents will be cut off from the main town facilities by the B1012 with only one potential safe crossing point that is to be delivered by the Sainsburys site 14/00830
- b) The plan is not to spend any money on road improvements until phase 2 2023-2028 for the next 500 homes.
- c) Any road junction improvements are not scheduled until between 2023-2033

In detail; EB 018B 3.56 p29/30 Comprehensive developer funded package of improvements to link the site across the B1012

- a) Toucan crossing £250K (actually part of 14/00830)
- b) Pedestrian crossing 200m East of Woodville £250K design TBE
- c) Multiuser bridge £1.5m secondary option Toucan £250K

Note the B1012 forms a 2.4 KM boundary to the new development. The 3 proposed crossings are on a 1km stretch.



All facilities that the new housing will want to use are south of the B1012. This will increase the car journeys from the new house on the north of the Burnham Road to the south.

The proposed crossings will limit access to existing facilities south of the B1012 boundary. i.e. the station, secondary school, indoor and outdoor Fig 6.1 p52 sports facilities Fig 6.3 p58, swimming pool Fig 6.4 p59 and initially all primary schools. The position of these facilities is quoted in EB 018B but the data and conclusions advise there will be no issues.

The lack of safe crossing points on the B1012 will discourage the intended objective to encourage walking and cycling. The proposed crossing points are inadequate and late.

Information relating to 73d

The A132 and the road to the Wickford railway station through Runwell is single carriageway and heavily congested during peak commuter hours. It is unrealistic to declare that a reliable priority bus service could be provided for commuters from SWF and Runwell to catch a London train. Any bus would have to route through the Runwell hospital Estate and add at least 30 minutes to the daily commute from SWF

EB018b declares. New bus services and bus priority p27

EB 018B para 3.39, *In South Woodham Ferrers, the development of the land to the north of the town is expected to require the provision of an additional bus service. Development at the former Runwell Hospital reached viability for a new service at 550 dwellings, therefore it is considered that development here would be expected to reach commercial viability.*

Para 3.40 *This could either be a standard bus service running from the development, through the surrounding areas to Wickford Station. An alternative could be a shuttle bus which could even run simply as a dedicated commuter service, at a much lower cost.*

Improving rail services

There is no mention of improving capacity of supporting platform extension at Battlesbridge. Peak hour Greater Anglia trains to and from Southminster can be up to 12 carriages but due to the short platform at Battlesbridge the last 4 carriages are locked off so only 8 can be used up to Wickford. This low cost and simple opportunity to increase capacity by 50% is not considered. Earlier public presentations asserted that the rail company would introduce higher capacity trains from Southminster. This is not included in this submission.

Junction Improvement para 3.26p24

There is no detail how the £10m will be spent but nothing will be done until the second phase of housing development 2023 to 28. This is unacceptable, new residents (before 2023) will suffer and congestion will increase. Junction drawings in the submission are those submitted for planning 14/00830 and are inaccurate and inadequate

- a) A132 already has 6 westbound lanes to the A130 flowing onto 2 roundabouts and 2 eastbound back from A130 merging to 1 lane
- b) A132 east end has 2 eastbound lanes onto the B1012 which merge into 1
- c) Congestion is caused by merging 2 lanes into 1..

SWF junction modifications

