

Ramblers - 3 minute statement to the BDC Planning Committee, 15 December 2020

Re: Agenda item 5a - application 19/01025/FUL Land West Of Kelvedon Station

By Katherine Evans, Ramblers Braintree District FP & Walking Environment volunteer officer

The Ramblers focus is on Public Rights of Way and walking for leisure, health and as a means of sustainable transport. The Ramblers also seek to improve the network for the benefit of ALL - bearing in mind that cyclists have no right to cycle on public footpaths or footways / pavements.

The Ramblers neither support nor oppose this development which has been granted outline planning permission. However we do seek implementation of NPPF and BDC policies to improve and enhance walking and cycling provisions.

The surfacing of Kelvedon public footpath 12 between Kings Meadow Court and the footbridge over the railway line is welcome and necessary with these extra 238 homes. However, **person activated solar lighting SHOULD be provided** - as for the estate perimeter path - so that the route remains safe and attractive in the winter late afternoon and evenings.

NOTHING has been provided to encourage cycling - this is contrary to policies and Government objectives. **A 2 metre wide cycle path** should be provided alongside the public footpath. The widths and recommendation for segregation are taken from the updated Local Transport Note 1/20. Cycle ramps - also useful for children's scooters - can be provided at the railway bridge.

Figure 20 in Part 2 of the Design & Access statement and page 39 of the Officer's report refer to soft /enhanced landscaping along the south-eastern railway boundary, adjacent to Kelvedon FP12, to soften the development and provide screening. However the boundary plans still show a 1.8metre high brick wall - this being the ONLY site boundary with such an unnecessary and unfriendly "Fort Knox" approach. **The SE boundary plans must be amended to deliver the "shrub planting and occasional trees"** as stated in the officer's report. This is much better visually and enables carbon capture - unlike a brick wall.

The general arrangement drawing shows FP 12 ending up against a tree. The Heras fencing around the site is obstructing the east end of the trodden path of FP12 so people are having to traverse a steeper bank - approx. 30inches high, previously with a wire fence - between the development site and Kings Meadow. An acceptable slope, surfacing and unimpeded route must be provided.

It appears wholly unnecessary to have both Kelvedon FP 21 AND a perimeter path running along the hedge that forms the western site boundary. FP 21 should be surfaced and enhanced OR diverted to run along the perimeter path. Enhancement of the narrow muddy down-and-up southern exit onto the arable field and thence to the brick bridge or the wider countryside would be welcome.

For a site so apparently suited to the encouragement of walking and cycling, more should and could be done to implement NPPF paragraphs 91, 98, 102 and 104 which seek the provision, and enhancement of easy pedestrian & cycle connections and the encouragement of walking & cycling. Also of the Essex Green Infrastructure Strategies (7.4.3 & 7.4.4) including the development of sustainable transport routes and improved non-motorised connectivity. And of BDC Policies CS7 and RLP49 & RLP50 and the Publication Draft Local Plan policy LPP 44 Sustainable Transport.