

## Planning Services

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**From:** Martin Goss <gossmartin@hotmail.com>  
**Sent:** 13 January 2016 20:38  
**To:** Planning Services  
**Subject:** Severalls Phase 2 feedback 152733 & 152794

### From Cllr Martin Goss, Cllr Dominic Graham, Cllr Anne Turrell and Phil Coleman

Although we are not yet raising a formal objection to the Severalls Phase 2 application we are raising some strong areas for serious consideration and overall concern. Failure to properly resolve them will potentially mean a separate objection is raised against any outstanding points:

#### 1. Construction traffic

There are potentially 4 routes in and out of the site and of course not all will be accessible from Day 1 as changes will be required or new addition highway will require creation.

We need a clearly agreed construction management plan for this site which must be tightly controlled and managed at all times. Absolutely no construction traffic must travel down Mill Road. Residents here have suffered years of construction traffic with the building of other developments or infrastructure and therefore construction traffic must be banned from using this route.

Equally construction traffic must not come up and down or enter via Boxted Road.

The only route in from Day 1 must be the existing Northern Approach Road. Wheel washing and daily road sweeping of the entire route must also take place. Delivery hours must also be adhered to and there are major issues to resolve where the school road will be proposed as an access point from the NAR 3.

With a new school opening in 2016 with no safe area for children to be dropped off, using this area for construction traffic as well is simply unacceptable. This has already been raised with Essex County Council face to face and their response was far from acceptable! Construction traffic and children at a new school is a recipe for accidents and disaster.

Find a palatable solution please.

#### 2. Trees and wildlife

There seems to be a general assumption that many of the "legendary" trees will need to be removed and destroyed due to poor health of the specimens. Many of the trees in question have TPO's assigned and this whole area needs further work before I am convinced we need to lose so many historic trees. Although I recognise some new planting will come forwards, the loss of any TPO tree or "legend" specimen is not acceptable and all efforts must be made to preserve as many as possible.

Further ecology work and wildlife surveys are also required. We must also ensure maximum retention of the historic garden elements of this site.

We would also like to see Bat boxes and bird boxes included on site for wildlife please.

#### 3. Bus routes

There are already issues with bus stops and yellow lines being painted on Severalls Phase 1 to the surprise of many residents and yet Essex County Council are still unable to tell me which bus operator will be running through Severalls Phase 1 laterally connecting into Phase 2. This information needs to be forthcoming otherwise a bus route is being built with absolutely no operator in mind.

I absolutely support sustainable transport and bus routes where feasible but history and experience shows there is no joined up thinking and it needs resolving at application stage and once everything is built! There also has to be a question surrounding bus stops and bus shelters. These should be included if a route is required (although no proof has been provided either way yet) and the shelters should be ECC ones which the developer must fund.

#### **4. Parking restrictions, resident only parking, yellow lines and stadium parking**

Again experience shows us this is thought about after developments are built and this needs resolving now at application stage. There will be issues with football stadium parking like there already is on Phase 1 and therefore an appropriate parking scheme needs resolving at application stage. Although this sits firmly with ECC, we need residents to know what will be proposed so they are aware when purchasing their houses.

A scheme needs to be in place to stop commuter, hospital and stadium parking. It could be a resident permit scheme, controlled yellow lines or double yellow lines. The developer must fund any scheme and this needs to be a condition of this application.

There could also be issues with parking from the Northern Gateway especially if a Cinema does open there and a blockbuster like Star Wars plays. This would probably generate more traffic than the car parks will handle so yet again the estate will be used for parking which is totally unacceptable.

If further bus lane cameras are to be installed they must be operational. The developer should fund them and also include maintenance costs in any funding agreed.

#### **5. Parking standards**

These need to follow the agreed adopted Parking Standards and where possible an increase in parking available as there is never enough on new developments. If the parking standards are revised and improved during the construction of this development, which inevitably they will be, where legally and practicably possible newer standards should apply.

#### **6. Highways**

I have serious concerns about having access points from 4 different locations. It has already proven not to work where retrospectively protection is added to the "bus gate" off Mill Road and yet people still drive through this making it yet another rat run to and from the A12 and to Mill Road.

Access to the development off Mill Road is not acceptable and also from Boxted Road. All access should be to and from the NAR 2 and NAR 3 only.

We need to reduce traffic on Mill Road, not add to it again.

This area needs a serious rethink.

#### **7. Allotments**

Although I welcome the addition of allotments, I do share the concerns of some Mill Road residents where these will back directly onto their properties. These allotments should either be moved further away inside the development or extra protection should be offered to the residents with high secure close boarded fencing or deep vegetation.

#### **8. Cycle and pedestrian access**

Cycle and pedestrian access must be maximised on this development to allow access to all areas of Mile End and all infrastructure such as Doctors, Dentists, Schools, Community Centre, Community Stadium, Northern Gateway, Open Spaces, Playgrounds, Station and the hospital. This list is not exhaustive.

Cycle racks and other appropriate facilities must also be added and under newer guidance where possible horse bridleways also added.

#### **9. Boxted Road pedestrian route widening and NAR crossing**

This is a top item to be delivered under this application and the sooner the better please! The safe pedestrian route along Boxted Road needs to be delivered to allow safe pedestrian access to and from the stadium as well as to the new Severalls development. Improved lighting must also be included as part of this package.

A pedestrian crossing at the end of Boxted Road with the existing NAR must also be included as part of these measured and long overdue improvements.

#### **10. Gated Route from Stadium to Boxted Road**

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A pedestrian gated route from United Way which comes out on Boxted Road was added to try and help improve pedestrian safety. This route must remain or become part of the new Severalls development. This has been mentioned to Vincent Pearce many times previously.

#### **11. Historic preservation of the site**

Where the listed buildings will remain maximum effort must be put into saving and developing these buildings to maximise the quality of the overall historic preservation and long term quality of the living accommodation.

These proposals must be scrutinised and if necessary specialist independent consultants must be appointed to oversee the proposals submitted with a full report coming back as part of the application scrutiny.

#### **12. Multiple builders**

Having personally experienced major developments taking place in Mile End with multiple developers I have to say the experience has been poor. We need one lead developer taking overall lead and ownership for all infrastructure, roads and open spaces. We cannot have this built by multiple developers as the experience when it comes to quality and adoption is poor.

The developer needs to explain how the phasing and house building will take place where multiple builders are in-situ.

We also need to ensure control where developers decide to try and change the overall plans by putting in planning amendments once the main plans are agreed. This can include changes to house style and type, density, public open space, play grounds and any other major element of the build.

Experience has shown developers try and push through changes which have a detriment to the development long-term for short-term gain.

This needs a formal communication and management plan putting in place.

#### **13. Management company and control**

This is an area which highlights issues time and time again especially where multiple developers and potentially multiple management companies are involved. It is a recipe for disaster if we don't set the ground rules at planning stage.

I have experienced too many developers where multiple management companies are added, all covering different parts of the development and in fact some areas are never covered as tiny plots of land are conveyed to residents which then undergo various levels of maintenance, especially where properties get rented out.

There are also issues with the way leases or land ownership is conveyed or set-up which means management companies cannot be removed by those who ultimately pay for them through management charges.

This development must ensure if a management company is employed, the same company is used by the whole development. All areas must be equally managed to the same standard and once Residential Directors are appointed, the ability to remove the company and appoint someone new must also be included.

It would be sensible to follow the same arrangements as followed by Severalls Phase 1 so one overall management company and structure is used.

To share one Mile End example, Bellway Homes set-up the lease of the land differently to how Redrow set-up their management company on the development on the former Royal London Sports Ground. Redrow set the company up correctly so it could be removed by residents, which happened due to poor service.

Bellway however made it impossible to remove O&M who were appointed due to the way the lease was written. They were recently taken to the Magistrates Court and compensation awarded to a resident for a multitude of issues. This has been in the public domain.

We need to avoid such cases happening.

Residential Directors should also be appointed part way through a build rather than the anticipation the whole development needs to be completed as this will take up to a decade.

Residents must also be clear what they are paying for and if all play grounds and open space does remain the responsibility of the management company rather than the public purse, residents must be clear as to replace a playground in 10 years time will be £90k. There will also be annual Health and Safety checks which will all be paid for by residents.

Historically budgets are set too low at the point of sale and therefore management charges crank up when there is a huge deficit in the accounts. I've seen this happen too many times.

#### **14. Community Centre**

An honest and open dialogue needs to be held with the appropriate stakeholders about the size and quality of the proposed community centre. It would be anticipated the developers would help with a quality fit-out at their own cost outside of the legal 106 agreement details.

#### **15. Litterbins and dog bins**

The developer is expected to provide adequate dog and litter bins at their own cost to cover all walking routes, open spaces and play grounds and to ensure the area is clean and tidy at all times.

#### **16. Adoption of Highway, open spaces and play areas**

Dependent on the final model signed up to for this development a major improvement needs to occur on the

adoption process. Roads should be completed early on and not left half tarmaced with the top mix missing for years like on a number of developments in Mile End. A condition should be put on this to ensure compliance and an agreed structure for completion and adoption.

The same for public open spaces and play areas if these are to come into public ownership tighter controls must be in place for quick completion, a quality product and quick adoption.

#### **17. Bin store design**

Bin store design for any flats must follow the latest standards and include enough space for recycling bins for paper, card and also plastic. Bin stores must be large enough to include all facilities so flats have the same recycling service as houses.

#### **18. Street names and street name plates**

Street names have already been suggested to follow historic figures and the rich history of the site. A full list has already been provided to the street naming team for consideration.

Street names must also be clearly marked and signage follows agreed standards.

**Cllr Martin Goss, Cllr Dominic Graham, Cllr Anne Turrell and Phil Coleman**