

Byfield Parish Council

Response to Planning Application DA/2017/0826 (amended Traffic Plan)

Medical Centre and residential development (up to 90 dwellings)

Byfield Parish Council considered the above application at a meeting held in Byfield Bowls Club on Tuesday 5th December 2017. As well as the Parish Council, there were 2 members of the public present.

The Parish Council would like the following comments and observations to be considered as part of the wider decision making process for this application.

Revised layout for access to Medical Centre and housing development

The Parish Council notes these revisions and awaits NCC Highways advice on the suitability of the plans in terms of layout and vision splays

We are concerned that although access is the only reserved matter there is no attempt to detail the proposed second access to the estate via Church Street and how matters such as visibility and pedestrian safety will be addressed. Surely these cannot be left to reserved matters. The Parish council believes that it is essential to clarify all aspects of access via Church Street before any planning permission is granted.

Confidence in the veracity of the Traffic Plan

A 93-page traffic plan was submitted as part of the original application. When elements of this were questioned, or challenged by NCC Highways the figures were revised / amended to show acceptable figures for traffic movements. This gives the Parish Council some concern with the overall accuracy and credibility of the traffic Plan, for example Table 2 of the revisions dated 21st November 2017 states that 'the junction' (ie Fiveways Byfield) is anticipated to operate better for rest of the peak hour and outside the am peak hour'. This statement seems at odds with the average 48% per measured point increase in traffic volume forecast for 2032.

The Traffic Consultants say that the increase in traffic and overcapacity of the junction is purely as a result of the 2032 forecast from NCC and not the fault of the proposed development. Surely in that case the development should contribute towards ameliorating the additional problems it will create.

The Plan itself contains numerous warnings that say the data should be used with caution.

Quality of life for residents of Woodford Road

The parish council has concerns for the quality of life for those who live alongside the Woodford Road, increased noise, fumes and congestion making access to their properties more difficult and subject to disruption.

Pedestrian Crossing on Woodford Road

One of the benefits offered by the new estate will be pedestrian access to the centre of the village giving those on foot a safer journey to the school, village hall, school, shop and public house. Journeys that will avoid the A361 and Fiveways junction. If planning permission is granted Byfield Parish Council request a planning condition to create a pedestrian crossing allowing the residents from the north of the Woodford Road to cross safely to take the new footpaths and also reach the bus stop (of which more below)

Lack of clarity in what has been built into the forecasts

Byfield Parish Council would like to know if the following anticipated increases in traffic movements have been included in the forecasts

- 16,000 HGV movements pa relating to the Waste Transfer and Recycling Station at the Old POW Camp Boddington Road. (The transport plan for this development requires all traffic to go via the Fiveways / Boddington Road junction)
- The anticipated increase in HGVs, cars and related traffic for HS2 construction and the 'compound' at Chipping Warden
- The full impact of housing developments in Woodford Halse and the 90 new properties proposed as part of this development
- The 30% anticipated increase in patient numbers at the Medical Centre along with more doctors, nurses and ancillary staff. (patient numbers forecast to grow from 8,500 to 11,000)

Boddington Road Capacity

The Boddington Road at its junction with the A361 and for at least 50 or 60 metres is narrow and not suitable for two HGVs or buses to pass which will result in traffic needing to give way and at times therefore back-up onto the A361 and Fiveways roundabouts.

Electricity Sub Station

We question if the Electricity Sub Station adjacent to the condemned bus shelter should also be relocated to provide the vision splays.

Swept Path Analysis and Church Street Access

Create Consulting say that SPA is a matter reserved for detailed planning application but Byfield Parish Council has concerns that these are not being addressed for the proposed access off Woodford Road nor off Church Street and that refuse and emergency vehicles may not be able to reach the properties as well as deliveries and utility service vehicles.

Bus Shelter

The scheme proposes the removal of the existing bus shelter and repositioning it closer to the A361. The Parish Council has an objection to this element of the scheme:

- 1) The bus shelter does not belong to either the landowner, applicant or NCC Highways, it was built and paid for by volunteers from the community and belongs to Byfield Parish Council who have yet to be approached for permission to demolish our property.
- 2) Any replacement Bus Shelter should be of a similar scale and construction as the existing structure and we seek this as a condition of planning consent
- 3) The proposed new position for the bus shelter is westwards towards the brow of a hill. We consider this unsafe both for traffic and pedestrians, currently upwards of 30 school children depart and return from this bus stop daily and the new site will create blind spots for drivers and those on foot.
- 4) Byfield Parish Council would like to see the new bus stop set off the highway in a layby. This will be safer for bus users and also stop traffic building up behind whilst passengers embark and disembark

John Gillic
Chair – Byfield Parish Council

6th December 2017