

Minutes BPC Planning Committee (Large Scale)

10 June 2019

1. Progress

- a. MH (Martin Hassall) was confirmed and appointed Chair for the next Parish Council year.
- b. HM (Hamish Masson), district councillor, was co-opted on a short-term basis to support contacts and the appeal process.

2. Terms of Reference ("TOR") need to be harmonised with the Parish Council's original terminology. Participation of the Clerk, on future meetings of this committee, as minute taker, needs clarification.

3. The key strategy is to pursue an independent review

- a. 1st: via Highways England ("HE") complaints process and
- b. 2nd: if this fails, then to make an approach to the Parliamentary Ombudsman via our MP Jonathan Djanogly.

4. The detailed components of this argument are set out in the papers authored by John Allan, Stan Studd and Martin Hassall:

- a. Pell Fishman ("PF") data must be incorporated into the report.
- b. It must be noted that PF are making the situation worse through misinformation; e.g., PF state that their proposal can cope with 20 cars per roundabout cycle, when more accurate measurement show that the roundabout space can only take 16/17 cars per traffic light cycle.
- c. The argument proposed by HE (Eric Cooper) that developers can use spare capacity must be challenged because the High Street at the roundabout is already above the relevant level of 1.0 capacity. Increasing road width will impact on the quality of life for most residents adjacent to the A1.
- d. The 2-year HE proposal for a 40-mph speed limit to protect construction traffic ignores current traffic capacity figures and the impact from the Lucks Lane development. The 40-mph speed limit was admitted to be a temporary measure during the development period with no plans to continue it after 2 years.
- e. The Stirtloe Lane safety order needs clarification regarding signage and speed limits exiting off the roundabout.

5. Lucks Lane

- a. Contaminated land is an issue that needs urgent clarification. The Environment Agency originally gave clearance, (conversation with Gavin Sylvester HDC) but the proposed height increase and revised roof heights needs clarification as they appear to be higher than the requirements of the Environment Agency
- b. The proposal for a radical ground height increase of 4 feet and a failure by Bloor to explain the issue needs to be pursued with:
 - i. Gavin Sylvester at HDC;
 - ii. Flood Officers at the CCC (re Aquefor);
 - iii. Need for a geographical survey given slopes to gardens and grey water runoff;
 - iv. Clarification on the decision on ground height versus pumping and cost of pumping, including a 5-year maintenance plan and cost projections;
 - v. Drawings on Shirley type houses which may have roof liens 2-3 metres above existing roof lines, creating a visual barrier.

- c. Insurance and mineral rights need clarification following reports of potential refusals by RSA and NFU Mutual to insure houses in Mill Road and Buckden.
- d. TTRO 20-week closures and the issue of power lines needs urgent review with responses sent to HM and Peter Downes.
- e. LLFA (Hilary Evans) needs to rule on the exiting approved matters scheme and the drainage implications of the new plan. If there is risk in a potential purchase, then who is liable for actionable court rulings (e.g., BPC, HDC, CCC, Bloor, solicitors).

6. Silver Street

- a. Deadline for HE's deferred discussion is the 3rd week in August.
- b. Query as to whether the lights plan solves the problem of traffic tailbacks on the High Street or makes it worse after the completion of development. Is there duplicity in measuring traffic impact which will rise by 70% (NB: impact of yellow line boxes).
- c. We need to convince CCC traffic planners that traffic backup will affect Brampton and A1 Stirtloe junctions in addition to Buckden.
- d. Stirtloe Lane modelling must be included in all plans. The assumption by HE (Eric Cooper) that all traffic will use the Lucks Lane entrance to drive to the roundabout rather than the more direct Stirtloe Lane route is questionable.
- e. The current Bus stops block access to the new development site, but this has not been factored into traffic projections. Bus stops on the High Street and Mayfield have also not been factored into projections.
- f. Modelling needs to be undertaken to determine the increase in the High Street peak time queue based on a projected 50% growth in traffic due to a 70% increase in housing stock.
- g. Maps need to be drawn to show blocks to the CCC roads during development.
- h. Neighbourhood plan approval is now critical to secure maximum CIL contributions.

7. Future Action Points

- a. Agenda for meeting on Monday, 17 June needed.
- b. Maps for CCC roads' blockages to be procured.
- c. Print off roundabout traffic flow projections.
- d. Produce executive summary and bullet point presentation draft.