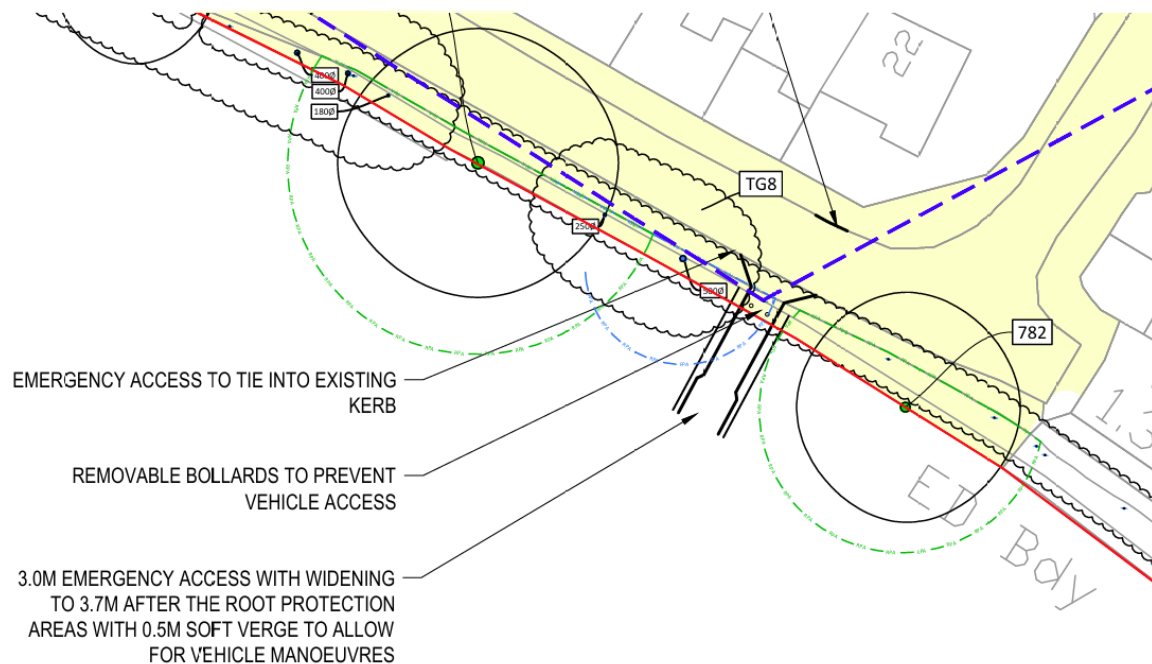


I wish to object strongly to this application on the grounds that neighbour amenity will be significantly impacted.

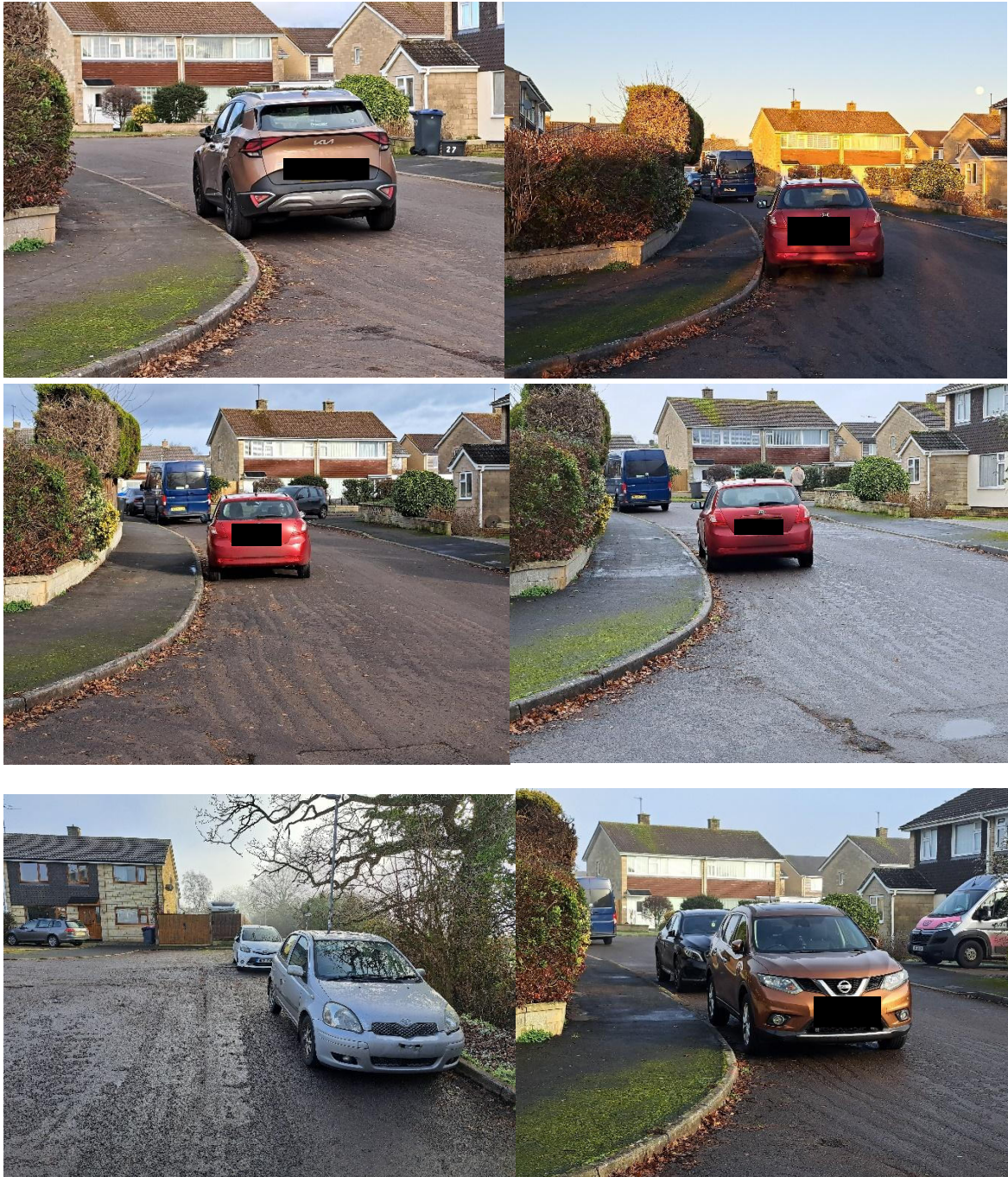
The proposed emergency access through Westmead Crescent will inevitably create “pinch points”. These points will prevent the access being passable without the implementation of a “no waiting” area which is fully policed.

Access to Westmead Crescent by a fire appliance could be through either Marston Road or Winterslow Road. Neither of these approaches has been considered important enough for a swept path analysis by the applicant.

The applicant attaches documents referring to swept path analysis on the new build. However, there is no such swept path analysis supplied with respect to the current built form. The only nod in the direction of this vital issue is within the document named “statement of compliance” on page 27. This clearly shows that a fire appliance can only enter the emergency access by mounting two pavements:



However, in order for this odd manoeuvre to be possible, all parking rights outside their own properties, currently enjoyed by residents will have to be removed. The following images are taken on four separate days, and serve to demonstrate that the removal of these amenities i.e. the right to park outside their own property, would have to be permanently removed.



Given that a ready-made access exists to the East of the site, along Axe and Cleaver Lane (a notified bridleway) it would seem to make far more sense for the layout of the application to be modified to allow that to become the emergency access for fire and ambulance services.

In the WHSAP Examination report, the Inspector goes to great pains to caveat the matter of the emergency access:

“Para 93.

The proposed main modification as published for consultation includes reference to an emergency access from the north of the site. Concerns have

been raised over this. The intent was to make it clear that no vehicular access other than an emergency access would be permitted from the north. The wording of the MM reflects this by stating that the only access from the north would be an emergency access. This excludes other forms of vehicular access. The wording of the modified policy could be interpreted to imply that the emergency access can only be taken from the north. This might be compounded by the modified supporting text relating to trees and hedgerows, which again implies that the emergency access would be from the north. There is a potential lack of clarity.

Para 94.

As a result, I have amended the wording of the proposed main modifications. This removes a specific reference to the 'north' in policy and supporting text. While an emergency access would be necessary, it does not have to be from the north. The amendments would not change the intent of the policy to any significant degree, as there would still be a requirement for an emergency access. My amendment simply makes it clear that an emergency access would be required. It would not preclude a proposal including an emergency access from the north but would also not stop alternatives being considered."

Taking the above clear evidence into consideration, it would appear pragmatic and prudent to fully interrogate the access solutions proposed within the application, and consider the alternative emergency access option from the bridleway.

Furthermore, the original Outline application made great stock of the cycleway connectivity of the site. At appeal, those claims were dismissed as fantasy. One suggestion was to use the current footpath along Boundary Walk as a shared foot/cycleway, however, a site inspection confirmed that not only was cycling prohibited, but that along the length of the path many sections were below 1.5m in width, and not reached the 3m minimum requirement. When that option was abandoned, the applicant chose to identify the footpath between Heddington Close and Bradley Road as their shared foot/cycleway. It was then pointed out that the maximum width of that footway was 1.3m narrowing to 90cm, and that cycles were also prohibited from using the pathway.

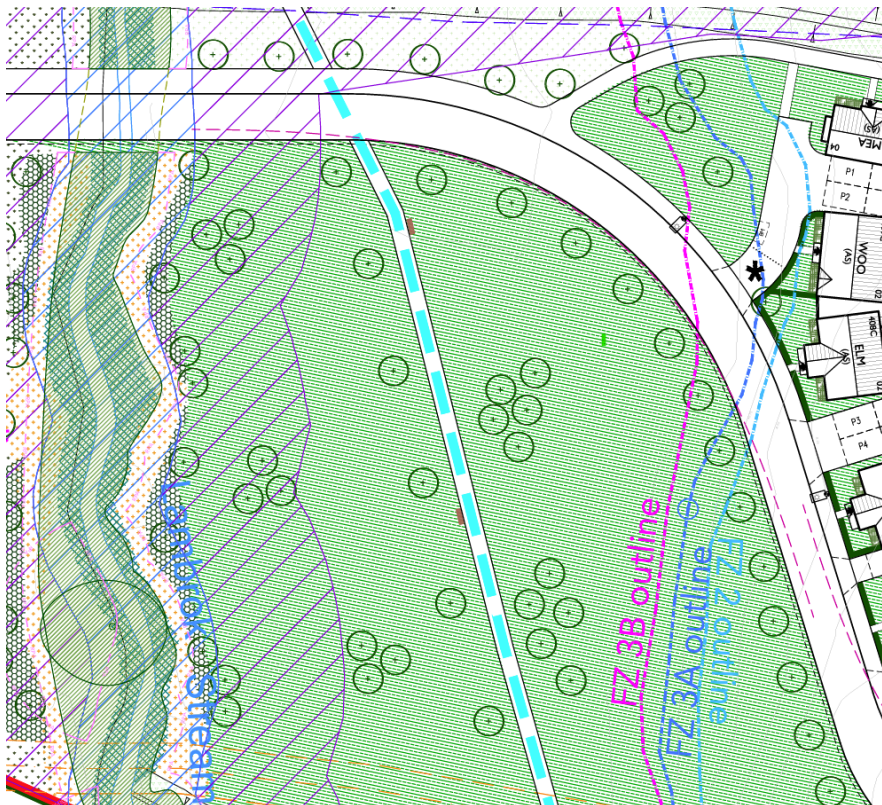
The current application now appears to offer no active travel options towards the identified employment area of the retail park and business park. On that basis, it would appear to be beholden upon Highways to re-calculate the vehicular impact on the Frome Road, since the loss of active travel options will create greater traffic, especially at peak times.

My second major concern relates to the location of the access road within a level 3 floodplain.

Access to the site, and the only element of the Outline application agreed, is from the Frome Road (AKA Firs Hill Road). This access is by means of a feeder road and junction approximating .75km. The access road terminates at a designated flood zone encompassing levels 1, 2, 3a and 3b, level three flood designations being the most severe which can be applied at any point in the country under current legislation. The original argument for the access was the construction of a bridge and culvert across the notified flood zones. At the time of Public Inquiry the requirements for this bridge were a length of 100m and height above current flood levels of approx. .8m. Within the Conditions annex of the Public Inquiry the condition was set

“In accordance with page 5 of the FRA the bridge soffit shall be set 600mm above the design flood with a 39% allowance for climate change.”

In the current application, the bridge length has been reduced, leading to the termination of the bridge and the ONLY access point being within Flood zones 1,2, and 3. As illustrated here from Planning layout sheet 2.



It should be noted that Flood Zone one has been omitted from this illustration, and also that curtilage and access for a number of units also falls within this designation, itself a further breach. Furthermore, the data on which this application is submitted is out-of-date and underestimates the situation. By focussing in on the area using the latest iteration of the Environment Agency Flood Map for Planning, and using the Lambrok and footpath as reference points, the extent of the Flood Zones have been significantly understated.



This renders the application in breach of National requirements and unsustainable in its current form. The sole answer is to require the bridge and culvert to span the entirety of the flood zones, and in a greater length than the 100m first proposed and agreed to allow for the climate change modelling. To be clear, the entire proposed layout is untenable and must be sent back for compliant revision.

In its current form, the application would require the addition of flood gates at either end of the access road, and the term “emergency” in relation to the access in Westmead Crescent would be stretched to breaking point.