

Application Reference: PL/2026/05064

Dear Case Officer,

RE: URGENT: Material Highway Safety Defect & Design Flaw – PL/2026/05064

I am writing to formally submit this further objection to planning application PL/2026/05064. As a resident living directly opposite The Old Forge, I witness the daily operational reality and acute highway constraints of this specific section of the C42 firsthand.

Please note that this objection is explicitly supplementary to my previous formal submission, in which I detailed the unassessed environmental and structural implications of the proposed riverbank earthworks and

I maintain my urgent request from those previous objections that this application must be paused to allow for meaningful public consultation and the submission of full, missing engineering and deficient site line reports.

The specific purpose of this letter is to bring to the Council's and the Highways Department's immediate attention a critical design error and spatial inaccuracy in the applicant's submission that compromises highway safety.

1. The "Paper Layout" Optical Illusion vs. Real-World Tarmac Creep

When viewed in isolation on the submitted Block Plan, the proposed 2-car parking lay-by appears perfectly satisfactory, aligning neatly with a clean paper boundary line. However, this is an optical illusion that fails when cross-referenced with the real-world markers shown in the aerial photography appended to the applicant's own Ecological Assessment.

The applicant has aligned the proposed layout with a historical, theoretical paper boundary rather than the actual operational tarmac edge of the C42. Over many years, due to severe local width constraints, the physical tarmac edge has migrated eastward into the verge ("tarmac creep"). Because the applicant's plan builds over this real-world driving surface to match the old paper boundary line, the physical structure of the proposed lay-by will jut directly out into the active, existing running lane of the C42.

2. Physical Obstruction of a Single-Carriageway Bottleneck

This stretch of the C42 through Upper Woodford is already under severe operational stress. Due to vital, established resident kerbside parking, the narrow two-way road is effectively reduced to a single-carriageway, 2 way flow directly outside my property and up to just before the Woodford Bridge turning point.

As a direct eye-witness, I can confirm that southbound vehicles, local farm vehicles and daily heavy agricultural traffic routinely and legally utilise the "tarmac creep" zone on the eastern verge as an essential informal passing space to navigate around oncoming traffic. In fact, due to the extreme tight constraints, vehicles are currently being forced to carve entirely new muddy tracks even further into the verge just to pass each other safely.

If these formal parking bays are permitted as drawn, they will permanently block this critical passing zone with a hard-engineered layout. This will completely choke the two-way flow of the C42, force large agricultural vehicles into dangerous head-on conflicts, and create a permanent obstruction on the active highway.

3. Request for Urgent Highways Re-Consultation and Site Verification

The Highways Department's initial "No Objection" stance was clearly issued based on the clean geometric CAD drawings without referencing the real-world road usage captured in the ecological aerial views.

I respectfully request that the Highways Development Control team urgently withdraws its "No Objection" position. The Council must require the applicant to submit a verified Topographical Survey Overlay to prove that these bays will not physically obstruct the existing operational width of the C42 running lane before this application can be lawfully determined.

Yours sincerely,

Roberta Love
Chestnut Cottage (Opposite The Old Forge)

Relevant attachments for ease of reference:

1. Copy of Block Plan submitted by Applicant
2. Copy of Appendix C: Habitat Survey Map from the Ecology Assessment included as a document in the Planning Application.
3. Relevant photos



KEY PLAN

Scale: 1:1250 @ A3

0 25000 50000 75000 100000



BLOCK PLAN

Scale: 1:200 @ A3

0 5000 10000 15000



General Notes
Please inform affinity architects of any discrepancy immediately
This drawing is to be read in conjunction with Structural Engineer's Calculations
Use Marked dimensions where shown in preference to scaling
Check dimensions prior to construction or off-site fabrication
No liability can be guaranteed due to printing variations and site measurements should be taken to ensure accuracy
New work or any existing work affected by power lines shown in drawing

Revision:

THE OLD FORGE
MIDDLE WOODFORD
SP4 6NU
for Mr G CHITTY

PROPOSED REPAIRS
AND CONVERSION

BLOCK PLAN
AS PROPOSED

Date:	Scale:	Drawn:
JUNE 2025	1:1250 and 1:200 @ A3	MTL
Drawing No.	Status	Revision
25-03-02-001	2	



01722 741683
admin@affinityarchitects.co.uk

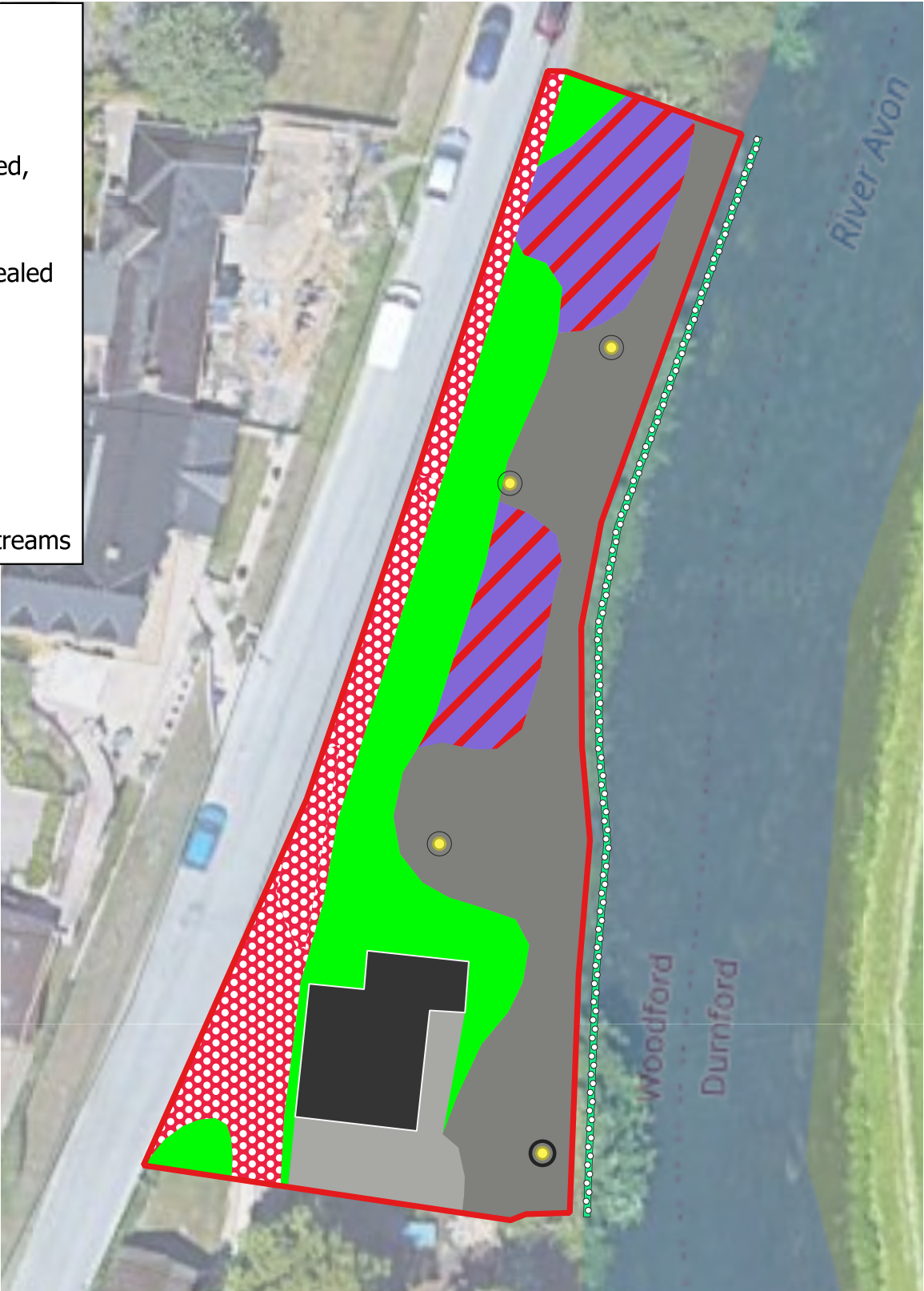
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ISSUE	DATE	DESCRIPTION	DRAWN	CHECKED
v1	24.09.25	First Issue	DC	LSJ

Legend

- Survey Boundary
- Building
- Artificial Unvegetated, Unsealed Surface
- Bramble Scrub
- Developed Land; Sealed Surface
- Modified Grassland
- Ruderal/Ephemeral
- Tall Forbs
- Large Tree
- Medium Tree
- Other Rivers and Streams



CLIENT:	George Chitty		
PROJECT:	The Old Forge		
DRAWING:	Habitat Survey Results		1:350
NUMBER:	8806-XX-E1-02		A4
ISSUE:	v1		24.09.25

Photos taken looking North from White Lynch 24.09.26 15.20 - 15.25 and focused on C42 in front of proposed 2 car parking bay. Vehicles moving North and South and Resident's car, necessarily, parked kerb-side Left as no onsite parking.

