



**Community Association for the Protection of Wrea Green**  
**Together we are Stronger!**

**Update No 54**  
**12 May – 7 June 2018**

The next issue is due to be emailed on 6 July.

1 **CAPOW**

- 1.1 GDPR, General Data Protection Regulation, (replacement and upgrade for Data Protection) came into force on 25 May, as I am sure you are all aware. We are not a business and therefore have no business relationship with members. Nevertheless, for your re-information, data held by CAPOW is just your name and email address, in order to issue CAPOW Updates (which are free). This data is essential as we can only work via electronic means. We email only those who specifically register to receive Updates, plus Parish Council members. Cancellation of your registration requires just an email to [CAPOW14@virginmedia.com](mailto:CAPOW14@virginmedia.com) and your request will be actioned. We have had a few such requests, when members relocate away from the Village/area and are no longer interested in local planning matters.

If any CAPOW Update is “system rejected” on attempted delivery on two consecutive occasions, that email address has been/will be deleted from our database. If you do not receive and still want to receive CAPOW Updates, please re-email [CAPOW14@virginmedia.com](mailto:CAPOW14@virginmedia.com)

All email addresses held are password protected and accessible ONLY to the Chairman (and Deputy – when we have one) of CAPOW. The password is changed on a resignation/change in either roles. The CAPOW registration data is not held on any personal computer, laptop or memory stick.

We NEVER request donations via email – in fact CAPOW has never specifically requested donations, although the donation by the Parish Council has been much appreciated.

Updates/Flash Messages are issued using the Chairman as addressee and all recipients are bcc'd. Your email address is never shared with anyone else. Home addresses are requested initially to confirm your status as a resident/interested party (note - this requirement excludes any media/elected officials known to CAPOW) but such addresses are not maintained within the registration database, which is merely a list of names and email addresses.

Sorry to go on a bit, but your privacy and the confidentiality of your data is important and we have always considered this to be so, years in advance of the GDPR requirements.

2 Willow Edge, Compliance with Conditions – 86 properties (Part of SHLAA reference WG14)

2.1 We have again had to report both early arrivals of deliveries and lorries backing into the site from Willow Drive (11 May). Andrew Stell confirmed that matter would both be taken up with the local Foreman and with Story Homes HQ (12 May) in view of the repeated issues with compliance of the Construction Management Plan. Matters did improve for a short time but on 30 May another large lorry arrived well before the prescribed time of 8am and this was duly reported to FBC Planning for action. Two small heaps of large stones (2-4 inches across) were dropped on the road, presumably from uncovered lorries, on 22 May and again before 30 May. Of course, this could cause a significant injury if such stones, from a passing (and usually speeding) lorry, hit a pedestrian. However, we have no definitive evidence that these were caused by a vehicle accessing or returning from the Story Homes site.

2.2 At the request of a resident, the police have had words with the Story Homes site-foreman regarding not giving way at the junction with Willow Drive and for lorries to cease reversing out into Willow Drive.

3 54 Bryning Lane – 36 properties (SHLAA Reference WG 20) Application 17/0797 Discharge of Conditions

3.1 Contrary to the Construction Management Plan, Tarmac lorries were seen to be parking in Bryning Lane for over an hour on 16 May. This was reported to FBC Planning by a local resident.

3.2 Following the action under para 4.3, we have NOW been told that quality bus shelters were not provided due to the fact that the cost MIGHT have

prejudiced the provision of affordable housing on the site and not due to the fact that no safe positioning could be found. This is contrary to previous advices from FBC.

#### 4 Applications subject to Appeal.

- 4.1 We have been advised that the Inspector's decisions can be expected by the end of July. The Inspector was spotted undertaking his unaccompanied site visits on 14 May and also rechecking other matters for himself and again on 15 May (known to be in Bryning Lane and on the Green, albeit outside peak traffic hours). He certainly seems to be taking matters seriously – as he should.
- 4.2 A meeting was held by the Parish Council, represented by John Maskell and the Parish Clerk, our County Councillor and which CAPOW also attended at our request, with LCC Highways on 29 May in relation to the proposed traffic calming measures.

LCC Highways advise that the proposals are clearly only in outline and implementation will depend on which, if any, sites are approved. If none are approved then nothing will happen, subject to use of other monies by the Parish Council. It was advised that there is a need for residents to “buy in” to this essential traffic calming. Depending on which, if any, sites are approved the monies to be paid for traffic calming measures will be used where these are considered most appropriate and not necessarily per the SOCG Plan/Costing Schedule, which is intended to identify ALL areas needing some calming. This would have to be agreed with developers and FBC (and possibly the PC). There will be no intention to implement ALL the proposed measures if less than all sites are approved.

It is not intended to use VERY different coloured tarmac for the Junction Tables and no signage will be used, particularly in the Conservation Area. Perhaps the tarmac would be marbled black tarmac, for identification by drivers. The existence of traffic calming would be highlighted at the four Village gateways only.

No traffic calming would be put in place until AFTER site construction is complete or near completion. This is the standard process and prevents damage by or to site delivery vehicles.

There would be some local consultation regarding the actual measures to be implemented, although it was agreed there would be SOME noise. This consultation would cover the “severity” of Junction Tables, in order to reduce noise, although speed reduction is still the main objective.

It was said that the, at least, 26 accidents in the last year at the central Village roundabout/Junction table were caused by speeding drivers and a lack of local knowledge. However, many speeding drivers are local residents! The new gateways should warn non-village drivers and slow them down. It is now most unlikely that 30mph posted speed limits will be re-introduced in Wrea Green.

The implementation of the scheme is down to LCC Highways, with primary responsibility for road safety being paramount. The effect on emergency vehicles and slightly delaying residents is not a consideration as LCC Highways have prime authority. The proposed measures are not expected to lead to an unacceptable level of delay when exiting existing/new roads or driveways and could make it easier to get out onto the arterial roads due to the slower speed of traffic on those roads.

The whole purpose of the costing schedule is for developers to pay for any/all traffic calming measures etc and that a cash-strapped LCC Highways would merely implement these. However, it will be up to LCC Highways to maintain all the “features” put in place.

- 4.3 On a slightly different note, but arising from the same costing schedule of overall improvements, we queried why same two quality bus shelters in Ribby Road were listed as required and to be paid for by the Ricksby Grange development, with the same requirement for the Willows Edge Development (although apparently not taken forward by the Appeal Inspector) and also on the current 4 sites Highways SOCG proposals. So now finance has been required by suggested conditions on 3 occasions but no quality bus shelters have been provided. Whilst a reply could not be given, probably as these are clearly not traffic calming measures, we have taken up the matter with FBC Planning since LCC Highways neither handle the monies required to be paid by developers nor do they set the Planning Conditions. This is now being followed up by FBC. In the same vein, we asked why a suitable and safe place for quality bus shelters in Bryning Lane can be found now when, within the last few months, those required as a proposed condition to the 54 Bryning Lane development, “could not be sited safely” and were therefore not going to be provided (see para 3.2 above).

## 5 Local Plan Examination

- 5.1 On 11 May, the Examiner wrote to FBC concerning what she sees as a lack of compliance with an EU Habitats Directive. This is due to avoidance/mitigation measures being considered only after adding a site/sites and not at the screening stage, where “European Sites” are involved. She is asking for this to be reconsidered and adjustments, to the plan processes, made as necessary. I could see no reply two weeks later

and this could hold up approval of the Plan. The absence of a posted reply has been taken up with the Local Plan Examination Administrator, who confirmed a reply was outstanding and, as at 6 June, it was still outstanding.

## 6 Forthcoming NPPF Re-Issue

- 6.1 I picked up on the following on 24 May from an authoritative report on Planning. This matches what we have been saying for years (and have been duly ignored) in relation to sustainable development and infrastructure, and particularly at the recent Inquiry. Let's hope that this is added to the forthcoming NPPF re-issue –

“Planning professionals, charities and other organisations involved in planning and delivering sustainable development and infrastructure have written a letter to the government setting out the improvements they believe the National Planning Policy Framework (NPPF) requires.

The letter outlines a number of “vital” changes that the group of signatories believe would “significantly” improve the pace at which development proposals clear the planning process.

This would result in “high-quality, genuinely sustainable development”, they say.

Many objections to proposals are made on transport and environmental grounds, but these could be pre-empted if the NPPF provided “clear criteria” for the siting of development, and which takes account of the full range of government policy priorities affected.

Further to this, the accessibility of a development location by an appropriate range of sustainable transport options should be a “key factor” when determining the suitability of an application. This would ensure that residents had good access to a wide range of services using sustainable transport.

Transport authorities and operators, the groups explain in the letter, should be involved in the whole planning process, while the layout of developments should make “appropriate” provision for buses, cycling and walking and reduce car dependency.”.

### Summary of Outstanding/Ongoing Matters

#### Awaited/Expected –

Results of the 4 Appeals (due before the end of July).

Report on the Local Plan Examination (originally expected by the end of May, but now clearly delayed).

Application for the running of a limo business at one of the barns at Shepherds Farm (off Upper Mill Lane), using the gates at the rear of the Villa for access.

#### Current Matters

None known, other than below.

#### Other Issues –

Monitoring of compliance with Construction Plan Conditions and other matters at Ricksby Grange, Willows Edge and 54 Bryning Lane (all on-going). This is very dependent on site-local input from residents and it is preferable that residents raise matters directly with FBC, so that CAPOW are not regarded as the sole complainant. Please could you send copies to CAPOW so that we can maintain a cumulative record of issues arising and raise overall site matters, as necessary. During the Appeals Inquiry, we made it very clear to all present that we have been VERY unhappy with the standard of compliance with Construction Plans, to date, particularly at The Fieldings and Willows Edge.

John Rowson

Chairman of the Community Association for the Protection of Wrea Green

7 June 2018