

To: Peter Day  
From: North Camp Support Group [chair@northcamp.org](mailto:chair@northcamp.org)

Dear Mr Day

### Farnborough Growth Package (North Camp) Decision Report November 18 2021

North Camp Support Group NCSG are writing to you to make some comments about the recent Decision Report.

We are largely supportive of the Lynchford Road plans, the Active Travel plans and the Blackwater Gold Grid. We do, however have some points to make and questions to ask and we are extremely disappointed that there are no plans to improve Camp Road.

The plans for the area must facilitate the meeting of our climate targets. What's clear is that we are far from where we need to be if keeping 1.5 alive is going to be a reality. The plans are a small step towards this but do not go far enough. We need to do more to play our part in being "carbon neutral and resilient to the impacts of a 2 degree temperature rise by 2050." Anyone who has paid attention to science will know that we are currently heading for a greater rise in temperature than this. Our community needs to play its part in giving hope that this can happen. In Camp Road the priority of drivers in private vehicles over all other members of community is simply wrong for the community and reduces the chance of climate change targets being met. Plus shoppers will go elsewhere because the street is unwelcoming.

#### **The A3011, Lynchford Road**

**Point 31:** We consider bus travel in general, and along the A3011 in this case, as vital to enable the public to move away from private vehicle transport. We believe that a public transport connection between Ash Vale/North Camp Station and the Airfield Businesses and the exhibition centre is an important provision. We want reassurance that the removal of bus stops along the Lynchford Road does not reduce the chance of a regular bus service happening in the future.

**Point 44** You say "this is on the basis of the scheme enabling a modal shift towards sustainable transport options." We want to be sure that the Lynchford Road A3011 is future proofed for public transport (bus). We think it is short sighted for future bus stop provision to be taken away at this point.

#### **The Active Travel Corridor**

**Points 30 & 31:** We are delighted that LTN 1/20 guidance is to be followed for the Active Travel Corridor

We note that the cycle track is not raised as it crosses the end of Camp Road, the footway is not continuous either. Is there are reason for this?

At the Alexandra Road crossing the cycle way goes straight across onto space now occupied by trees. Could the path go around the trees, to retain the existing trees?

Cycle stands will be removed close to the junction of the Old Lynchford Road and Camp Road. Where will the replacements be sited? (There are only 2 cycle stands in the whole of North Camp once these are removed and these are located in Camp Road)

## **Camp Road**

We are very disappointed to see that Camp Road is excluded from any public enhancement. The current situation in Camp Road is hostile to those walking and cycling. It is difficult to cross the road with a pushchair or wheelchair, for those with mobility issues or with young children. The road is devoid of any green plants or trees, which would also enhance the area as a retail/business centre. Anyone, without a vehicle wishing to sit down and rest needs to buy a drink in a cafe to do so. There is one bench but it is tucked away in a side entrance and is not very accessible. Drivers of vehicles who are parking or looking/waiting for a space are constantly manoeuvring and many drivers leave their engines on, both of these issues make the road even less attractive. The road is not inviting to visitors or shoppers. Please could you let us know if Camp Road is to be included in a future scheme? This is crucial to the long term survival of North Camp as a village.

**Points 79 & 80:** The new left turn in from the A3011 to the Old Lynchford Road has been retained in the plans despite objections. The new junction will allow vehicles to access Camp Road but it makes the space less attractive and useable for everyone else and creates an unnecessary hazard with the right turn into Camp Road across the cycle path. Drivers already have a choice, they can use Peabody Road Car Park or access the Old Lynchford Road from Queens Road or the High Street. We also question whether the junction has the scope for larger vehicles (delivery vehicles) In addition, drivers slowing down to make the left turn into the Old Lynchford Road will slow down the traffic on the A3011. One of the main points in the scheme in the first place was to reduce congestion on the A3011. It would be interesting to know who actually supports the building of this junction, considering that funds for the junction have been reallocated "from funds from the adjacent ATF Tranche 2 scheme in development at Camp Road." The money would have been far better spent enhancing Camp Road.

## **Mitigation Planting**

**Points 48, 55** we understand that good practice recommends that more than the equivalent number of trees lost as part of the scheme should be planted. We would like to see all mitigation planting taking place in the area to enable minimum disruption to biodiversity. We would like further discussion on mitigation planting with specialists in this area. Planting of vegetation provides a nature based solution to drainage and pollution as well as having a cooling effect. The more we can have of this the better.

**Point 88** We are pleased that mitigation planting is going ahead here. This could be further improved if the new junction does not go ahead to the west of this space.

**Point 36** We support the planting of trees in treepits along the section of the A3011 between Peabody Road and west of Gravel Road. The area is south facing and the trees will provide shade and a nature based solution regarding water uptake. For those concerned about parking for

drivers there is also parking in Gordon Road behind at the back of the parade of shops and in the nearby Peabody Road Car Park.

Napier Gardens Car Park does not feature in these plans despite our representations and those of many others in the consultations that happened earlier this year. We argued that this car park has the potential to provide excellent car parking into North Camp Village and Alexandra Road subject to improved infrastructure across the A3011. This would provide a short and easy walk into Camp Road if a walk way was provided. This car park provides 150 parking spaces unlike Peabody Road Car Park where parking has been severely eroded.

We have also argued that Napier Gardens Car Park could provide easy access for Wavell School pupils with a suitable crossing over Queens Avenue, removing congestion in residential streets around the school.

### **Bus Priority Measure on the Alexandra Road**

We are pleased that this measure is going ahead and hope that it will encourage the public to chose public transport. We have a concern about provision for cycling for riders using the carriageway.

We are disappointed that we were not directly informed of the decision report considering our contributions over the last few years. We also understand that many others involved were also not informed including some local councillors. We are looking forward to a response to this submission to get the best outcome for North Camp.

Yours sincerely,

Sarah Wood and Patsy Byrne,

North Camp Support Group