

## **Farnborough Growth Package Lynchford Road**

**Public Consultation 1<sup>st</sup> October to 12<sup>th</sup> November 2018**

### **Submissions of the North Camp Support Group**

**1. What we are asking for:** a deferral of the plans in order to consider other options to share the load of increased traffic to and from the Airfield

#### **2. Summary of the problem and the solutions:**

##### **The problem:**

Getting workers, trades people, very large vehicles (some up to 30 tonnes) and visitors to and from the growing Airfield businesses at least twice a day, in a way that minimises congestion and disruption to the local community

##### **HCC solution:**

**Based entirely on the triangle triangle formed by Lynchford Road, Farnborough Road and Blackwater Valley Road.** Their only solution is to widen Lynchford Road from two lanes to four lanes, creating a four lane major highway.

The solution lies not just in the triangle formed by Lynchford Road, Farnborough Road and Blackwater Valley Road. Not just in the widening of Lynchford Road which will prove to be insufficient to take the expected massive increase not just now, but in the future (widening will lead to induced demand / increased traffic)

##### **Cost to the community:**

Paid for by public funds, likely to be more than estimated

**Transport:** Pollution / noise / increased traffic / danger to children at Wavell school (no realistic solution presented for this).

**Environment:** Loss of community amenity (*HCC, Places for People*). The road goes past a school, a fire station, houses and shops, all of which will be adversely affected. It will cut the north and south sides of the North Camp community off from each other; cut the north side off from the Health Centre, sports and recreational facilities to south. The road will bypass the North Camp shopping area bringing no benefit to local traders.

We are not aware that any environmental impact report has been carried out. The Decision Report of 13<sup>th</sup> March (para 5.5) mentions only that the A331 has been identified as exceeding air quality standards for nitrogen dioxide.

Their solution caters for the Airfield business only, and ignores the local community

**Cost to the Airfield:** None that we are aware of

**Profit to the Airfield:** Immeasurable

## **OUR SOLUTION**

### **THINK OUTSIDE THE TRIANGLE**

The load needs to be shared more widely. See our map identifying other routes.

Identify and implement other measures:

Transport: include improving public transport; park and ride at A331 with buses direct and non-stop to the airport; regular buses from all railway stations direct to the Airfield; cycle hire at railway stations; improved cycling and walking facilities

Environment: Make North Camp the centre of the community stretching from south Farnborough to Hospital Hill. Green space could form a village green area and North Camp could become a local village with quality shops etc. enhancing the two town centres of Farnborough and Aldershot (not divided by a dual carriageway).

### **The arguments**

Please see our Deputation dated 13<sup>th</sup> March 2018 which sets out our case against the widening of Lynchford Road. We attach this as an appendix to this document. Please also see the attached map showing other routes to the Airfield from all sides of the airfield.

In addition we make comment on other matters as follows:

**Wavell School** It is impossible for the road widening plans to be carried out without huge danger to the almost 1000 pupils who cross the road at least twice a day. This number is expected to increase with further housing development. A number of different options have been suggested, but none are satisfactory. The road is already dangerous: there were two crashes at the crossing to the school in September. Hampshire police statistics show that on one day in October (23<sup>rd</sup>) at 13.30 hours, there were 567 vehicles travelling along Lynchford Road and 28 were speeding (5%).

### **General**

The proposals relating to the widening of the Lynchford Road and the consequent “enhancements” to North Camp are specifically stated to be to “alleviate traffic problems caused by commuter traffic travelling to and from the Airfield and Airfield businesses”. “Lynchford Road was identified as providing the main vehicular access route to/from Farnborough International Ltd's New Conference and Exhibition Centre”(Consultation report March 2018)

### **Planning considerations**

Two applications for recent major developments, the Wellesley Development (Grainger PLC) and the development of the Exhibition Centre Farnborough by ADS Groups Limited both contained claims that Wellesley and the Exhibition Centre would not entail changes to the existing road structure (Transport Strategy Officer's (Jim Pettitt) comment on the planning application, ref: 6/00580/FULPP).

The Exhibition Centre's Transport Plan gives great detail about numerous transport measures to which they subscribe which are intended to reduce the traffic burden. It does not appear that HCC when considering current traffic problems relating to Lynchford Road, have demonstrated any knowledge of these transport measures ( ref: 20<sup>th</sup> July 2016 Transport Statement by Farnborough International Limited,(Vectos, Transport Planning Specialists) paragraph 4, Movement and Travel

Strategy).

Planning applications also show further proposed expansion. It is a private airfield catering for the private jet industry with single use passenger planes. £50 million of cocaine was seized at the Airfield last year. The airspace over the Airfield has recently been sold and we understand that the Airfield is not subject to local planning rules.

The Airfield covers a vast area of the town of Farnborough. While the decision report dealt primarily with the roads which form a triangle consisting of the A325, A3011 and the A331, the part of Farnborough that is the Airfield has been ignored in the consultation. It is the local community that is going to pay the price of the impact of the Airfield and vehicular access to and from. The businesses at the Airfield and Business Park are international companies which could well afford to contribute to or pay for a road to benefit the community.

Existing maps and plans of Rushmoor, of which Farnborough is a part, show possible other routes to and from the Airfield in every direction. The Local Plan for Farnborough, until the current consultation just ending, shows a proposed road round the Airfield to the north and west leading to junction 4A of the M3. Another route to the south and east from the A325, and via the Wellesley estate now being constructed on former MOD land was also considered and has now been abandoned.

Since the airfield was sold to TAG Aviation, a private shell company, there has been a rapid expansion of the businesses on the airfield. The freeing up of land at the Airfield and Pyestock has led to a massive expansion in aeronautical and associated businesses. Now over 35 major businesses including: BAE systems, Fluor, Flight Safety, Gulf Stream and Zephyr. Gulf Stream is the principal aircraft service centre in the country. Flight Safety brings pilots from all over the World for training. The Exhibition Centre is host to major events of all kinds. This makes the Airfield a major venue for global events. It is unlikely that any of these businesses will be aware of or concerned about North Camp. This was demonstrated in the first plans prepared by Atkins International, where North Camp was not mentioned by name.

The price will include:

- the actual cost of the work to Lynchford Road paid for by the public. The Airfield itself is immune from these costs and enabled by the community to grow and increase its profits.
- Environmental problems including removal of vegetation and increased air and noise pollution with the associated public health costs.
- Increase road danger in particular to children having to cross 4 lanes of traffic to get to school.
- Social costs caused by the widened road acting as a barrier between North Camp Village and the Army Quarter, playing fields, sports facilities south of the road.
- The new road will act as a by pass around North Camp not as a conduit through it. Making North Camp less of a place.

As a result of consultation about the problems HCC came up with the current scheme which they claim will “alleviate” traffic problems in Farnborough.

We believe that the present problems could be treated as an opportunity to save and enhance North Camp for the future and create an imaginative solution which will benefit the whole community and the Airfield.

**The public consultation survey forms** The forms were complicated, confusing and contradictory. Participants were asked if they agreed or disagreed with the proposals, and whatever

the answer, they were then led into choosing various other options dealing with details, thus leading to false positives. The forms were only available at limited locations, excluding people without access to a computer.

MOD Land: still not confirmed to be available.

Appendices:

1. North Camp Community deputation to the Executive Member for Environment and Transport, 13<sup>th</sup> March 2018

2. Map showing possible routes around the Airfield