

**Address to DCC by Phil Wharton, Stony Stratford Ward Councillor  
14th March 2013. Application 11/00143/FUL.**

Good evening.

The reason I speak against this application is primarily on traffic and transport issues.

The case officer's report, paragraph 5.67 of the agenda papers states:

*"There are several MINOR issues that are not ideal regarding this application.*

*However....the senior highway engineers raise no objections to planning permission being granted"*

I now wish to challenge this assertion not only the photographic evidence you have before you but by challenging the very basis on which this recommended is given.

Firstly you will have seen from your site visit earlier this week we are to lose 64 long term car-parking spaces. The applicant has suggested there is spare capacity at the Ostlers Lane car-park right on the edge of town but this involves a 7 minute walk from the current location and it is highly debatable whether people would park a 7 minute walk away from where they currently park which surely raises the question of Paragraph 40 of the National Planning Policy Framework where it states:

*Local authorities should seek to improve the quality of parking in Town Centres so that it is convenient, safe and secure.*

Is this what we think this closure of long term spaces in Cofferridge Close is meant to achieve because my constituents and I certainly do not.

Elsewhere in the Local plan policy T10 (i) it states: *"Planning permission will be refused for development if it would likely to generate motor traffic exceeding the environmental or highway capacity of the local road network"*

The developer has changed the way of estimating future Stony traffic flows and the Council's traffic officers have not challenged this. They are now looking at a period from now up to 2018 instead of 2016. This cleverly gives a lower reading because

they are including two more economically-depressed years. This is misleading and short-termist because what happens when the economy picks up? Stony is stuck with a new development that overloads the road system because it is too big. This is bad for the environment and who wants that?

Looking at the picture in front of you this happened in Horsefair Green last week but this of course does not go down in the statistics as no one was injured or killed.

Moreover, are we really saying that access to this site is “adequate” because I’m sure if this was green field development then the current entrance to Cofferridge Close would be deemed to be far from adequate. There have been a number of bumps and scrapes as you can see on the pillars to the site and if permission is granted it would have to contend with 16 HGV movements a day up from the current 4. Is this entrance really adequate for this amount of HGV’s and the expected increase in traffic? Surely common sense has to count for something and if like me you think the entrance is far from adequate then I would invite you to reject the planning application by stating that it does not meet the Local Plan Policy D1 (vi) which says’s “planning permission will be refused for development that would be harmful for any of the following reasons: and one of those reasons is:

**“Inadequate access to and vehicle movement within the site”.**

STONY STRATFORD NEEDS LESS TRAFFIC NOT MORE AND LOOKS TO YOU, MEMBERS OF THE DCC, TO TAKE A COMMON-SENSE STAND ON THIS AND REJECT THIS APPLICATION FOR THE REASONS I HAVE JUST OUTLINED