

## **Report to Syresham Parish Council from Cllr Dermot Bambridge 29/03/2023**

I covered the main proposals for the budget last month and they were confirmed in the final approved budget and the tax demands have since gone out. However, many residents are not happy that the cost for green bin collection has gone up to from £43 to £55. There is a misconception that this service was free under SNC. It was not – at that time the cost of collection of all waste was included within the council tax charge. Unlike the other waste collection services, which are mandatory for all households, garden waste collection is discretionary. Costs for collecting all waste has increased significantly as has diesel fuel, and the income from selling recyclates has dropped and in some cases we now have to pay for items to be taken away that we used to sell. The £55 cost is in line with most other authorities' charges and indeed some are considerably higher. Having said all that, to pay an average of £2.20 per collection for this service, 52p more than last year, is a very fair price if you consider it would cost about £7.24 to take your garden waste to the tip in a car with it costing 47p to run a car for a mile.

I circulated my objection to the **truck stop** planning application to WNC last week. I waited until I was satisfied that the responses to the earlier report had been received from the applicant. Inevitably this happens, as it did in the case of the Environmental Protection objections, which were effectively overturned by the response from the applicant explaining more details of mitigation.

I sent my response to the parish council as well as to WNC and in a nutshell what I said was that the stopping distance in wet conditions for a vehicle coming off the A43 on to the Welsh Lane at 40 mph would be almost 23 metres shorter than its stopping distance to the back of a truck standing waiting to enter the proposed truck stop.

I further said I believed that the nuisance caused by the fumes and noise that those in the house, which is only 59 metres from the parking, would be intolerable. I also pointed out some inaccuracies in the layout drawing submitted, which would mean that the roadways on the site would be tighter than shown and that there was nothing to show where the fuel tanks, which have to be above ground, would be located and which are a potential theft and fire hazard.

As discussed at your last meeting, I met David Cranwell here last week and identified the **road signs and paraphernalia** around the parish have been abandoned. I have since sent these to planning for them to liaise with national

highways to get them taken away. I also reported a lamp post lying on the corner of Biddlesden Road and car parts from the accident where I car had hit the Armco at the top of the A43 slip road where it meets Biddlesden Road.

Moving on to **other planning matters** and the latest on Shacks Barn Silverstone, DHL and other local employment site applications around Towcester. I attended a meeting with planning officers 11 days ago and here are the brief updates on the outstanding applications.

AL1 or DHL is the largest application and is mainly to north of the Bell Plantation garden centre on the A5. More traffic modelling has been requested to test the cumulative impact of the traffic from this and the other proposed sites. There are still other matters awaited including those related to the football pitches and the visual impact study. A re-consultation is to be sent out very soon to parish councils and others I understand.

AL1 This is the land surrounding Bell Plantation– very little has happened for about 6 months and further ongoing transport assessment work is being done by the applicant.

AL2 is Woolgrowers site and is the plot of land on the corner of the A5 and Greens Norton Road facing the car sales garage. They have been asked by WNC to do further highway modelling and assessment work too.

AL3 – the IM Properties site is at Tiffield effectively behind Bell Plantation and running adjacent to the A43 going north. There are a number of issues related to it, which are being pursued at present.

AL4 is Shacks Barn. Both WNC Highways and National Highways have requested the applicant to do further highway modelling and assessment.

The earliest that any are likely to come to committee appears to be May.

However, I am sure you will be pleased to know that the Sponne Arcade Car Park in Towcester is due to fully open on 30<sup>th</sup> May. The old former Coop Poundstretcher supermarket building has now gone and the old car park will more than double in capacity to boast 150 spaces, additional lighting, CCTV, landscaping, and new walkways to make the car park safer and more accessible. New motorcycle parking and a bike shelter will also be included.

Lastly on the Active Travel plan for pedestrians and cyclists that WNC is working on or to give it its catchy name, the WNC Local Cycling & Walking Infrastructure Plan. (LCWIP). I am Chair of the WNC Place Overview and Scrutiny Committee

and we have set up a working group to look into Active Travel, which is being chaired by Councillor Tony Bagot-Webb who represents Brackley and a highways advisor to the Cabinet, and is very enthusiastic about this happening. We have now had confirmed that the A43 road bridge that will cross the HS2 line will be built with sufficient space for the necessary lane for this – it's in fact a very large bridge as it will be future proofed with six lanes to that should the A43 ever be made six lanes it is ready for this.

There is still a long way to go on this major project but it is a prioritized part of our work programme and the Brackley to Silverstone route is likely to be the first to go forward once the HS2 bridge is completed but before that the actual drawings of the section will need to be submitted but draft routes have been drawn up and there will be a long process of identifying land owners and other factors in order to move forward. But first things first and the overall plan for West Northants will be the first stage with the Brackley to Silverstone section being the first likely route to be taken forward.

Currently the **Boundary Commission** is reviewing the West Northamptonshire wards and the number of councillors serving them. The latest proposals out for further consultation suggest this ward taking in Whittlebury, which is currently in the Deanshanger Ward but has far more in common with us, and there are a few other proposed minor changes further away. The proposal is to remain with three councillors. The three of us support the changes with one further proposal which is to bring Thorpe Mandeville into this ward at the villager's request. The only downside is that the new proposal would see the number of parishes we serve increase from 26 to 29.