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AYLESBURY VALE DISTRICT COUNCIL

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7 August 2019

DEVELOPMENT MANAGEMENT COMMITTEE

A meeting of the **Development Management Committee** will be held at **1.00 pm** on **Thursday 15 August 2019** in **The Oculus, Aylesbury Vale District Council, The Gateway, Gatehouse Road, Aylesbury, HP19 8FF**, when your attendance is requested.

Contact Officer for meeting arrangements: devcon@aylesburyvaledc.gov.uk;

Membership: Councillors: T Mills (Chairman), A Bond (Vice-Chairman), J Brandis, M Collins, P Cooper, N Glover, R Khan, S Morgan, M Rand, Sir Beville Stanier Bt, D Town and P Strachan (ex-Officio)

AGENDA

- a) **Parish Council Comments - appendix** (Pages 3 - 8)
Comments of Newton Longville Parish Council of 6 February 2019



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Planning Application 18/04521/APP

For: Temporary use of land as a construction compound (Compound B6) incorporating storage area, site offices and car parking.

At: Land South of Bletchley Road, Newton Longville and Newton Road, Bletchley

Submission by Newton Longville Parish Council, 6th February 2019

Newton Longville Parish Council objects to the proposed development, without changes being made and conditions as detailed below. However, it does not object to the principle of the development. It is concerned on various issues. The parish council is willing to attend and speak at a committee meeting.

Paragraph 2.1.1 in the planning statement states: *"2.1.1. The application site is 7.0 ha in area. It is located on Land South of Newton Road and falls within the administrative areas of Aylesbury Vale District Council and Milton Keynes Council."* in such circumstances identical applications should be submitted to both planning authorities, however no application appears to have been submitted to Milton Keynes Council.

The description of the site in paragraph 2.1.2 does not reflect the commencement of development for approved planning application 13/13/02051/APP

It is disappointing that both the Planning Statement and the Construction Traffic Management Plan (CTMP) submitted are little more than generic documents with minimal reference to the specific compound and its immediate surroundings. This is not indicative of a positive approach by Network Rail. This particularly applies to the CTMP Road Control Principles in section 10.2 and details in section 11.2 for the erection and location of signs clearly indicates what has been put forward is a desktop exercise rather than a site visit with consideration of the actual site.

The picture in Figure C.4 on page B-2 (under paragraph B.1.2) shows what is said to be the present entrance to the proposed compound site. However, picture is now considerably out of date as a result of the commencement of work to implement planning application 13/13/02051/APP (*For: Change of use for open storage - erection of four modular buildings for ancillary office use, ground re-contouring, boundary treatment and landscape. At: Land at Bletchley Road, Newton Longville.*)

Figure C.4: Proposed entrance way for B6/Bletchley compound



Extract from Construction Traffic Management Plan – Figure C.4 (page B-2)

As can be seen from the more recent satellite image below, there is now planting with trees to create a sound barrier to protect the houses immediately to the south of the entrance. This protection should not be removed. No rationale has been put forward for re-locating the compound entrance closer to residential properties and through the landscaped bund.

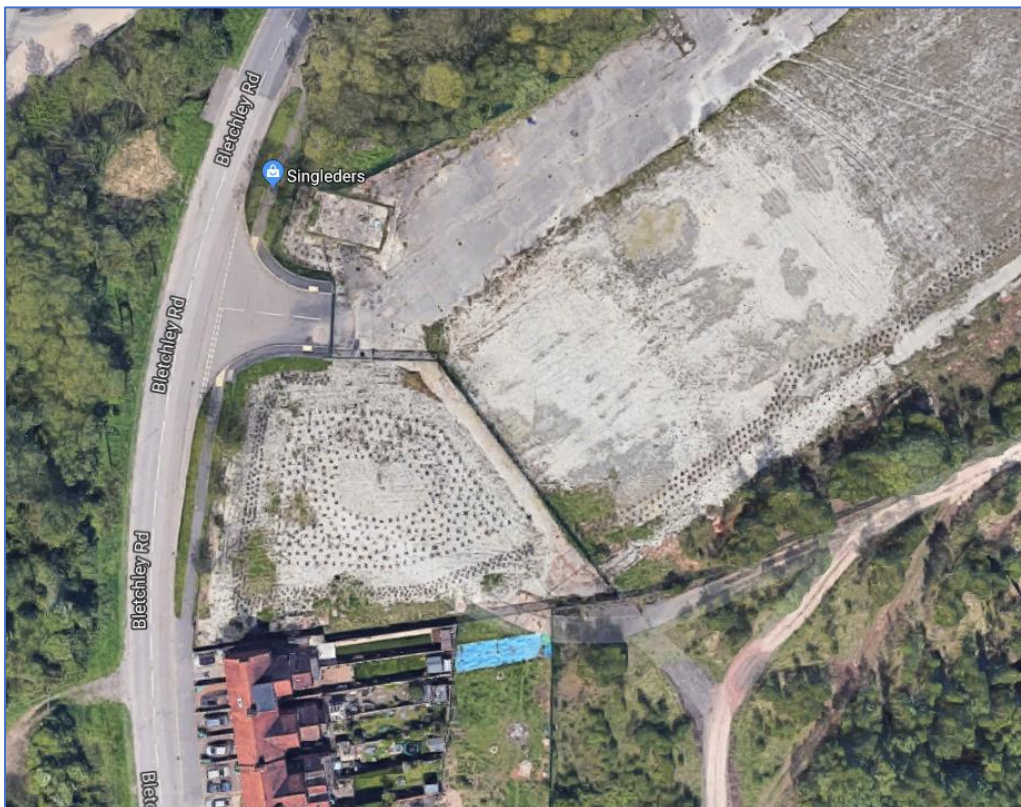
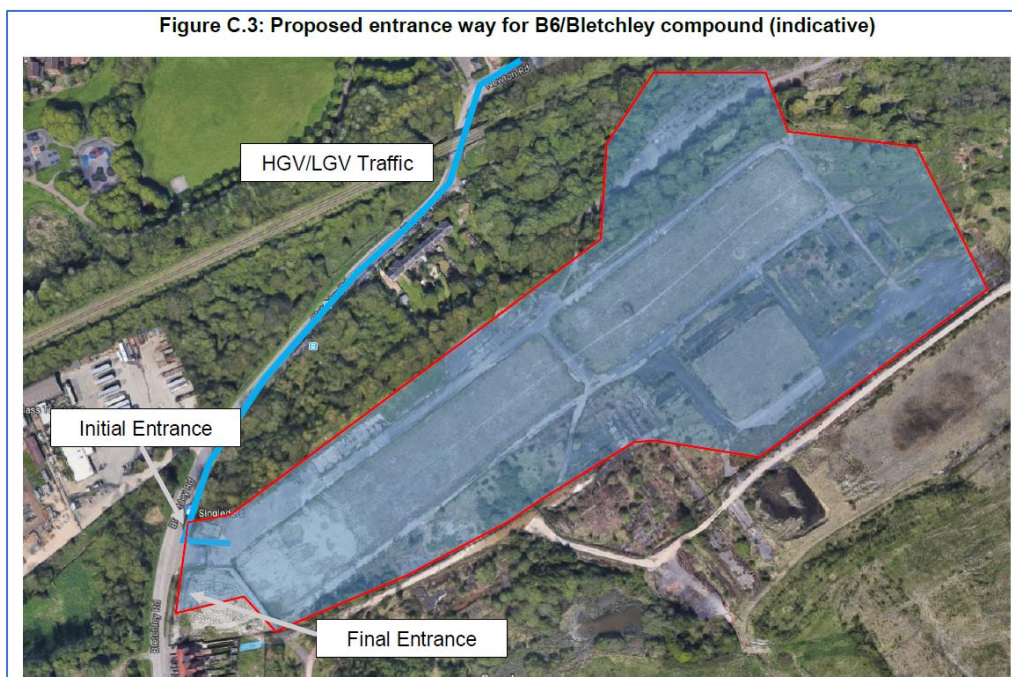


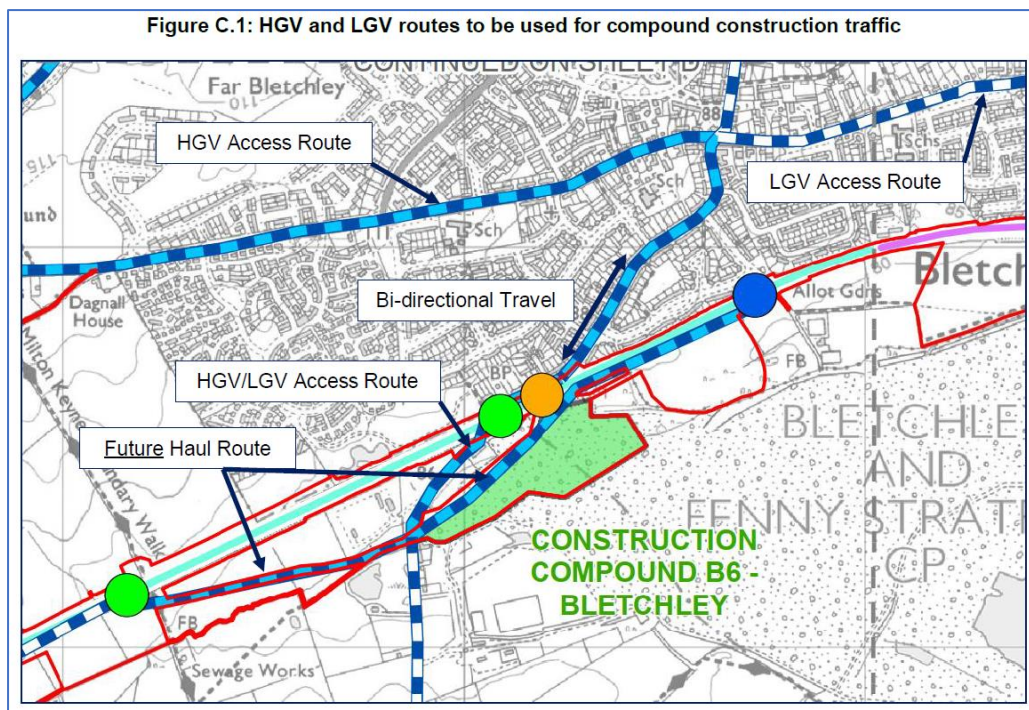
Image from Google 2019 (Imagery © Google 2019, Map Data © Google 2019)

Figure C.3 in the CTMP (below) also shows a more current image that the photo in C.4.



Extract from Construction Traffic Management Plan – Figure C.3

Unlike the CTMP for Compound B5 on Whaddon Road, this CTMP gives little detail about the proposed access routes, relying on what is shown in a plan at Figure C.1 (below).



Extract from Construction Traffic Management Plan – Figure C.1

Site Access Routes

The proposed access route appears to allow for uncontrolled LGV and operative traffic to be through Newton Longville and for HGV traffic to approach from Newton Road under the low bridge. The proposal previously put forward provides for a haul road from the A4146 through the former waste site to the compound. The haul route should be constructed first (using access from A4146) and then used for HGV and LGV access to the compound. There should be no need for any HGV access on Buckingham Road, Newton Road or Bletchley Road, other than crossing from the compound to the other side of Bletchley Road.

Traffic Management

The measures proposed for traffic management and safety are insufficient and seem to be taken as a minor matter that can be dealt with later. A complete traffic management plan ought to have been included within the application. Any matter that requires a Temporary Traffic Regulation Order (TTRO) should be closely linked by being covered by a planning condition requiring the TTRO be in place before any development commences, potentially a 'Grampian' condition. There is no indication of any traffic surveys having been undertaken in the vicinity of the site, had there been, then Network Rail would have been aware of the current issues of speeding, high level of traffic and high percentage of HGV traffic (relative to the road size and designation). Note both Bletchley Road and Newton Road have Special Designations by the respective Highways Authorities as Traffic Sensitive for Mon-Fri peak hours. Whilst Bletchley Road is within Buckinghamshire, Newton Road is within Milton Keynes.

Whilst the Planning Authority should take advice from the Highways Authorities, it is for the Planning Authority to determine. An appropriate survey should have been carried out. The image in Figure C.4 (below) on page B-4 is from Google Street View rather than a site visit. Note there are two images in the CTMP both titled Figure C.4.

Figure C.4: Limited Clearance bridge on Bletchley Road (HGV access route)



Extract from Construction Traffic Management Plan – Figure C.4 (page B-4)

There should be temporary 30 mph speed limit should go from the current end point (change from Newton Road to Bletchley Road) to the current start of the 30mph into the village. The traffic control for both access to the north of Bletchley Road and under the bridge requires traffic speed to be slowed and will cause congestion. To only limit the speed around the access to the compound would be insufficient and is likely to create a hazard which changes of limit within a short distance. The locations for SLOW signs as shown in Figure C.2 in the CTMP are within the current 30 mph (Newton Road) and less 200m from the start of the 30 mph to the village (Bletchley Road). Whilst the imposition of the temporary speed limits is a matter for the Highway Authority the planning authority should require this to be in place before any development commences.

As there is a known issue with speeding vehicles on Bletchley Road there should be a requirement for average speed cameras to be installed and used to enforce the temporary speed limit. This should also be required by condition.

Deliveries

No deliveries should be permitted during morning or evening peak hours.

Wheel Washing

There should be provision for wheel washing onsite and on the other side of Bletchley Road to ensure no mud is transferred to the road. It is not sufficient to use a road sweeper to clean roads later. (Whilst the archaeological works were carried out for Compound B5 on Whaddon Road significant quantities of mud were transferred to the road.)

Noise

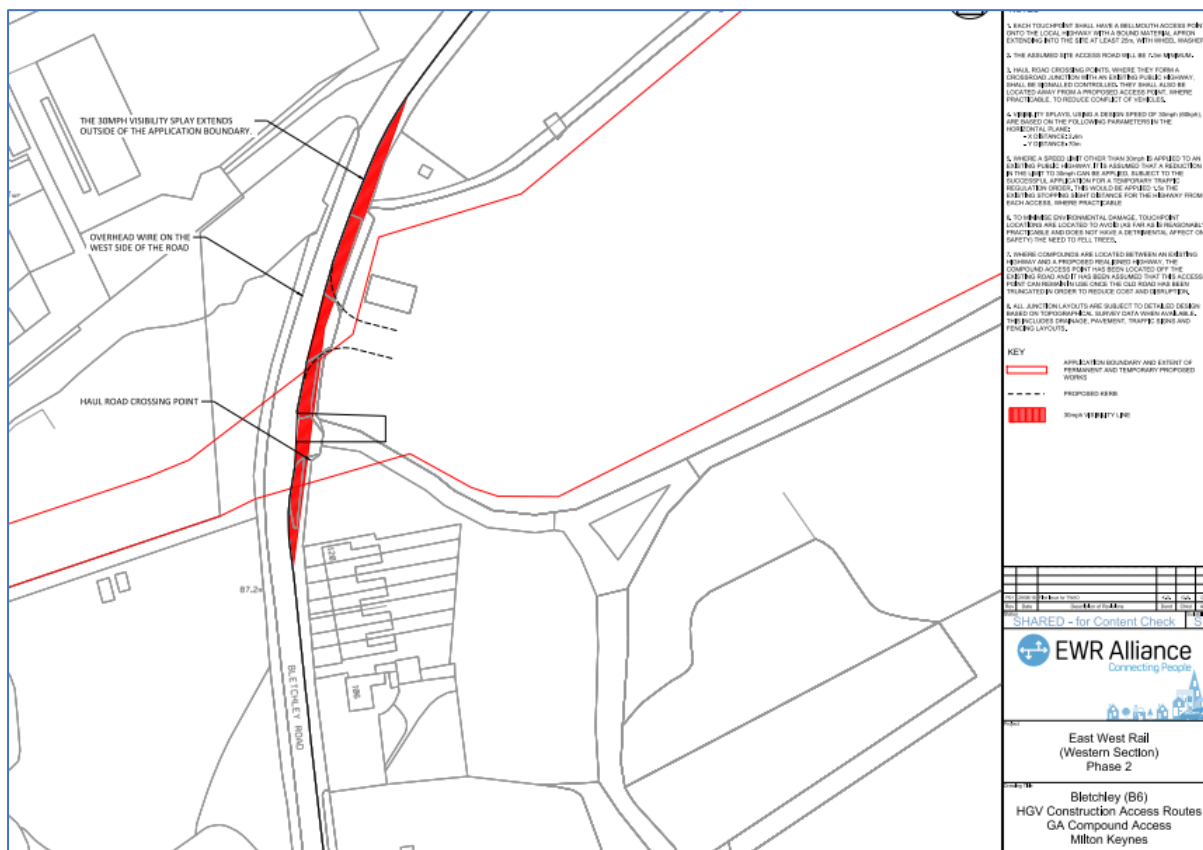
There is residential property on both sides of the proposed compound, there should be sufficient protection to residential properties through sound barriers or other appropriate measures. The suggestion the compound is only close to and may affect only two properties fails to take account of the layout of the compound as a whole. Before the application is determined a noise survey ought to be undertaken to establish baseline noise and specify noise levels to be obtained which should then be secured by conditions. The condition proposed by AVDC Environmental Health is endorsed, but

the parish council seeks a more extensive survey be required before consent rather than control by a condition afterwards.

Application Boundary

The drawing for the TWAO access (extract below) indicates “The 30 mph visibility splay extends outside of the application boundary”. This raises two issues:

- The speed limit at this point is 40 mph not 30 mph.
- Visibility splays must be included in an application red-line boundary. (NPPG paragraph 024 Reference ID: 14-024-20140306) *“The application site should be edged clearly with a red line on the location plan. It should include all land necessary to carry out the proposed development (eg land required for access to the site from a public highway, visibility splays, landscaping, car parking and open areas around buildings).”*



Extract from TWAO Access Drawings