



## Strategic Sites Committee agenda supplement

Date: Thursday 18 November 2021

Time: 2.00 pm

Venue: The Oculus, The Gateway, Gatehouse Road, Aylesbury, HP19 8FF

Agenda Item	Time	Page No
<b>4 15/00314/AOP - Land South of The A421 West of Far Bletchley, North of the East West Rail Link and East of Whaddon Road, Newton Longville</b>		<b>3 - 4</b>
<b>5 20/03539/APP - Installation of a gas tanker off-loading facility for injection of renewable gas into the national gas distribution network, SGN Gas Depot, Bletchley Road, Newton Longville, Buckinghamshire</b>		<b>5 - 8</b>

If you would like to attend a meeting, but need extra help to do so, for example because of a disability, please contact us as early as possible, so that we can try to put the right support in place.

For further information please contact: Sally Taylor on 01296 531024, email [democracy@buckinghamshire.gov.uk](mailto:democracy@buckinghamshire.gov.uk).

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**Corrigendum to Strategic Planning Committee**

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<b>Application Number:</b>	15/00314/AOP
<b>Proposal:</b>	Outline planning application with all matters reserved except for access for a mixed-use sustainable urban extension on land to the south west of Milton Keynes to provide up to 1,855 mixed tenure dwellings; an employment area (B1); a neighbourhood centre including retail (A1/A2/A3/A4/A5), community (D1/D2) and residential (C3) uses; a primary and a secondary school; a grid road reserve; multi-functional green space; a sustainable drainage system; and associated access, drainage and public transport infrastructure.
<b>Site Location:</b>	Land South of The A421 West of Far Bletchley, North of the East West Rail Link and East of Whaddon Road, Newton Longville.
<b>Applicant:</b>	SWMK Consortium
<b>Case Officer:</b>	Helen Fadipe
<b>Ward(s) affected:</b>	Gt Brickhill
<b>Parish-Town Council:</b>	Newton Longville
<b>Date valid application received:</b>	30.01.2015
<b>Statutory determination date:</b>	22.05.2015
<b>Recommendation</b>	

The recommendation is that permission be deferred and delegated to the Director of Planning and Environment for APPROVAL subject to the satisfactory completion of a legal agreement to secure: 1) financial contributions towards provision of education (primary and secondary); 2) on or off site sport and leisure provision; 3) off site farmland bird mitigation; 4) on-site provision of affordable housing, 5) financial contribution for hospital facilities; 6) provision of community facility; 7) onsite provision of primary school facilities and land for a secondary school; 8) provision of a health centre (GP surgery) (and/or financial contributions thereto); 9) provision and maintenance of public open space and recreation and play areas; 10) on-and off-site highways contributions/ works/road infrastructure works, travel plans, sustainable transport measures (and/or financial contributions thereto); 11) SUDS maintenance; and 12) phasing plan and subject to conditions as considered appropriate by Officers, or if these are not achieved for the application to be refused.

**AMENDMENTS/CORRECTION TO REPORT (*changes are underlined*)**

Page 10, paragraph 1.10, line 7 should read “ The appeal was allowed on the 26th July 2021”.

Page 14, paragraph 2.10, Last bullet point should be deleted.

Reason: The statement does not relate to this site.

Page 16 & 17, paragraph 2.17 line 5 & 6 should read “ ..... and the alignment of the primary route corridor immediately adjacent to the access. In addition, Addendum to Chapter 7 (Ecology) of the Environmental Statement was updated.

Page 17 paragraph 2.18 line 2 should read “ was subsequently updated. These updates were submitted both for the MKC appeal scheme,”

Page 18, paragraph 5.0, line 3 should read “ National Planning Practice Guidance”

Page 21, paragraph 5.8, line 2 should read “development a Memorandum of Understanding was drawn up with Milton Keynes Council”.

Page 29, paragraph 5.51, line 1 should read “The original Transport Assessment proposed a signalised crossroad”.

Page 33, paragraph 5.65, line 3 “This can be secured by means of a S106 obligation or planning condition”

Page 44, paragraph 5.116, 2<sup>nd</sup> sentence should read “Weasel Lane is restricted byway, for use by pedestrians, cyclists and horseback”.

Page 64 paragraph 5.216 line 4 should read “In addition, the MKUH requested a financial contribution of £1,990,057 to .....”



## **Corrigendum for 20/03539/APP to Strategic Sites Committee – 18 November 2021**

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**Application Number: 20/03539/APP**

**Proposal:** Installation of a gas tanker offload facility for injection of renewable gas into the National gas distribution network

**Site Location:** SGN Gas Depot, Bletchley Road, Newton Longville, Buckinghamshire

**Applicant:** Bawden Energy Ltd

**Case Officer:** Karen Fossett

**Ward(s) affected:** Great Brickhill

**Parish-Town Council:** Newton Longville

**Date valid application received:** 19 October 2020

**Statutory determination date:** 14 January 2021

### **Report Updates and amendments/ corrections**

1. **Condition 5** – replace the word ‘operation’ with ‘development ‘

2. **Condition 6** – replace the Reason for the condition with the following reason:

The works shall be carried out strictly in accordance with the approved details within the method statement and shall be retained in that manner thereafter.

3. **Condition 8** -correct the AOD to 86.95m and replace the figure of 86.75.

This was a typo error and the correction will reflect that quoted by the EA consultation response dated 26/5/21 and stated in paragraph 4.29 of the report

## **Further Consultations and Representations Received**

### **Objection from Newton Longville Parish Council received on 10/11/21**

At the time of drafting the report the Parish Council had not formally replied. However, since the publication of the agenda the following comments have been received:

Further to our meetings with officers in November 2020, Newton Longville Parish Council confirms its objection to this proposal and that it wishes to speak if/when the application is considered at committee.

As there is so much accurate information still not submitted by the applicants, the application should be refused using delegated powers on the basis of insufficient information. The removal of the propane tank and gas flare is a positive move but does not remove the fundamental objection to the application.

Given the very large number of objections to this application (well over 1,000) we ask that the Strategic Planning Committee adopt the procedure previously in place at the AVDC Strategic Development Management Committee which would allow a total of up to 25 minutes for public objections as well as separate time for each adjoining parish council that wishes to speak. We ask that parish councils within Milton Keynes are given equal status (as would happen with Bucks parishes were this to be an application to Milton Keynes Council) and that MKC ward members are given the same potential to speak as BC ward members.

This is an inappropriate location for a hazardous site. It is very close to residential properties and has been demonstrated it is not possible for HGVs to safely access the site. Taking account of

East West Rail traffic to make a case "the increase is insignificant" is totally inappropriate. EWR will cease operations in two to three years and does not include overnight or weekend working. Pressure vessels containing compressed gas unloading and repeated high-pressure connections and disconnections to natural gas pipelines are high risk activities that should be avoided in urban areas.

### **Representations**

Since the publication of the committee report 42 further representations of objection and have been received, some of which are from third parties who have previously commented on the application. The majority raise no new substantive material planning issues which have not been documented in the representations section of the report. However, the following additional matters have been raised:

- A question regarding the use of the 4th HGV parking bay
- Questioning the purpose of the COP 26 summit if this is to go ahead.
- Noise nuisance at nighttime affecting physical and mental health of local residents
- Emissions from the flare facility.
- Vibration from HGV trucks damaging property
- Further questions regarding the noise and air quality assessments and the validity of the evidence submitted

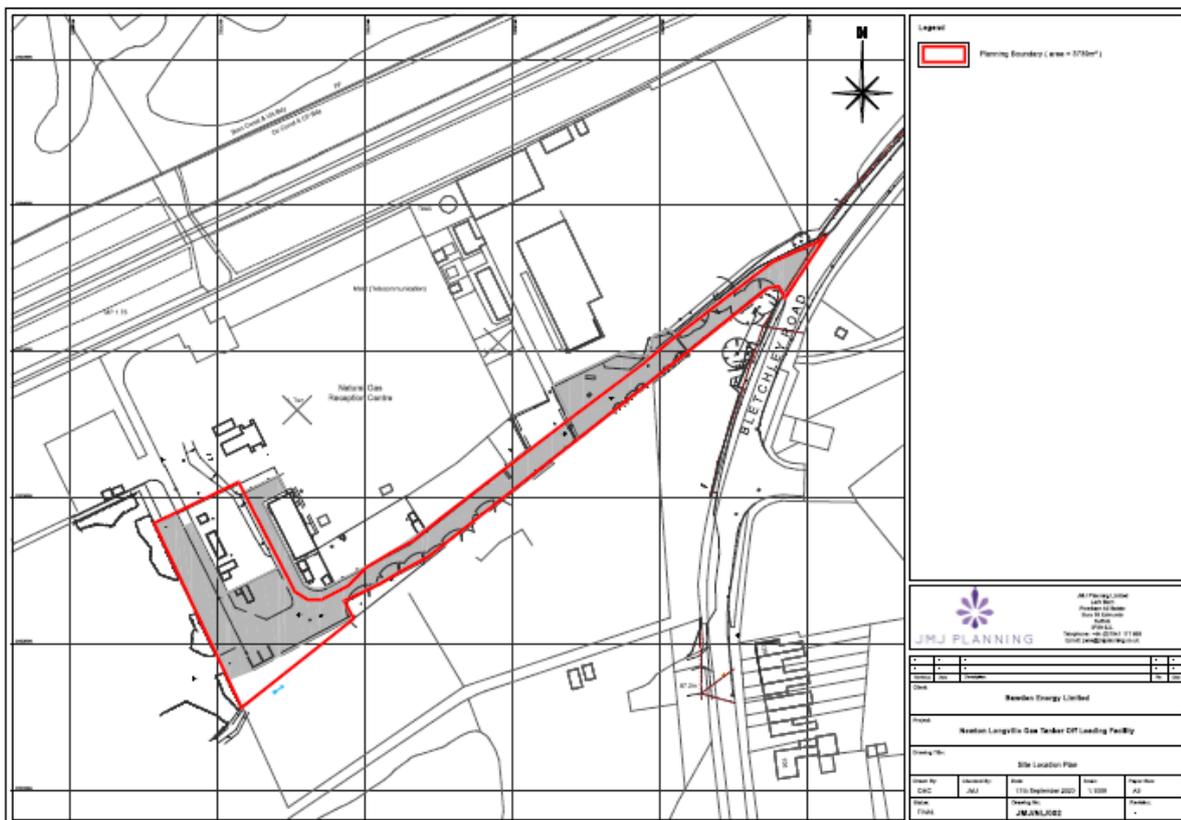
- The response from The Health and Safety Executive (HSE) does not say the application is acceptable, it merely passes responsibility to the local planning authority
- The multiple failures in the Transport Assessment have so far not been dealt with. The Design and Access Statement is littered with factual errors and makes no reference to the then emerging and now adopted VALP policies.

Further Representations in support:

- Emphasising how SGN are committed to moving away from fossil fuels to renewable gas supplies,
- Concerned about the effects of global warming following the COP26 summit and supporting the attempts to reduce CO2 emissions

Further submissions were also received from the applicant's consultants in response to specific objections latterly raised to the supporting evidence submitted in terms of noise assessment air quality and transport.

Site Location not included within the agenda pack.



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