

Comments of Haddenham Parish Council

Planning Application 17/01841/ADP – Land at Haddenham Glebe, Aston Road/Stanbridge Road, Haddenham: approval of reserved matters relating to Phases 1 and 2 only for 143 dwellings plus associated amenities pursuant to outline permission 14/02666/AOP

The Parish Council has no objection subject to consideration of the following:

1. The PC has had several meetings with the applicant which have concentrated on the design and delivery of the open spaces, sports & leisure facilities, and proposed burial ground which are all due to be transferred to the PC at a later stage. These meetings have been useful and constructive. The developer presented the Phase 1 and 2 proposals to PC's Planning Committee on 19th June. The meeting was attended by members of the public with the opportunity for questions. The PC makes the following comments.

Strategic Settlement and Traffic Management

2. Most of Haddenham's sites in the draft VALP now have planning permission or are at submission stage. A key Neighbourhood Plan objective is to carry out a comprehensive traffic assessment, which should include consideration of measures to protect the Conservation Area and heritage assets. This site in particular will impact on Church End and its approaches. The full impact of being a strategic settlement looks likely to hit Haddenham before VALP is even in place. We urgently ask that AVDC and BCC commit to join in partnership with the Parish Council to carry out a comprehensive traffic impact feasibility before approving any further development in Haddenham.

RECOMMENDATION: Joint PC-AVDC-BCC action to commission feasibility

S106 Bus Contribution

3. The S106 agreement includes a limited period annual commitment of some £90,000 pa for a bus service subsidy. The particular service to be subsidised is a little known or used occasional service with limited connectivity. The PC's view is that this represents a waste of public funds and poor value for money, and that the opportunity should be taken to explore more productive use of the money. We understand that BCC may be open to suggestions.

RECOMMENDATION: Joint PC-AVDC-BCC action to agree alternative proposal

Derelict land on Aston Road

4. The PC is concerned that a small parcel of derelict land on the north side of Aston Road opposite Tiggywinkles is not included within the development and looks likely either to remain an eyesore or could come forward again for development. Either way, the outcome is a discordant intrusion which will detract from the success of Dandara's proposals. The PC calls on AVDC to use its compulsory purchase powers to acquire this site for open space in the interests of completing this development and making it a success.

RECOMMENDATION: AVDC to action CPO

Proposed footpath along the south side of Aston Road to St Mary's School

5. The PC pointed out at outline phase and at the public inquiry that the proposed footpath only extends as far as the staff and deliveries vehicular entrance to St Mary's school, an entrance that is not available to pupils and parents. It was a condition of the opening of the school that pupils and parents access the school on foot from Church End via a footpath through St Mary's churchyard. Parents and children approaching the school from the new development will therefore be left to walk in the road without a safe means of reaching the school's pedestrian access. It will not in any event be possible to extend the new footpath into Church End.

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6. This could be resolved by routing the new path within the field boundary between St Mary's School and Tiggywinkles. This field is owned by BCC. The PC has attended discussion with BCC about using part of the field to extend St Mary's School to include the provision of parent parking (which currently all takes place at Church End with consequential damage to the registered village green and twice daily congestion and safety issues). The PC is taking action to bring together the developer, BCC Highways and BCC Education.

RECOMMENDATION: PC—AVDC- BCC review revised access option

7. Under the developer's programme, implementation of a path to St Mary's School is not due until Phase 4 in June 2020, by which time Phases 1, 2 and 3 will be built and occupied. Parents and children will need to have safe access to St Mary's School from the outset. Completion of this pathway and of safe access across the site to join the pathway should be a condition prior to handover of the first homes.

RECOMMENDATION: Safe access to St Mary's School be completed prior to first handovers.

Public Footpath to Churchway

8. Similarly the developer's programme the resurfacing and widening of the existing public footpath to Churchway is not scheduled until completion of Phase 4. This is an important pedestrian link to village amenities which should be completed for the benefit on new residents before handover of the first homes. This will also benefit residents in Willis Road with access to that path via the public footpath along the northern boundary of the site (see next paragraph).

RECOMMENDATION: Public footpath to Churchway be improved prior to first handovers.

Public Footpath along northern boundary

9. The PC has seen the comments of the Rights Of Way officer suggesting that the path be re-routed along roads in the development. At our first meeting with Dandara the PC asked that this footpath be retained its current location following representation to the PC from householders in Willis Road who have access onto this path from their back gardens and want to see the path retained. The PC would have no objection to the Rights of Way officer's alternative suggestion of widening the path to a green band. However the PC would object to less planting on the grounds of reducing maintenance, which would seem an unfortunate approach to creating an attractive landscape. In any event the PC is happy to adopt areas of common planting.

RECOMMENDATION: Public footpath along northern boundary to be retained and planting provided

Site Layout

10. The PC appreciates that overall site layout is constrained by the outline permission, the road access points, the oil pipeline, and the extent of open space. Whilst not wanting to see a rural pastiche, the PC would prefer a less rectilinear street layout and a more "organic" approach. We have struggled to see how the concept areas really relate to proposals on the ground. It is a shame that the opportunity was not taken to involve the community in design planning.

RECOMMENDATION: Consider feasibility of alternative options

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11. The PC would prefer to see greater use of small recessed car parking pounds in order to lessen the dominance in the street scene of car parking on front elevations. This has been done successfully at the acclaimed (per AVDC's 2015 annual design awards) WE Black development at Spicer's Yard/Printer's Piece.

RECOMMENDATION: Consider introduction of some shared car parking areas

12. The PC supports the developer's recent suggested amendments to extend additional footpath links within the scheme to improve pedestrian access to the amenity land in the south east corner.

RECOMMENDATION: Amended proposals be adopted

Wychert Walls

13. At our first meeting, the PC urged the developer to include some wychert-style walling, and we are pleased this has been done, if only to a limited extent. However we would really like to see considerably greater use of walling, as successfully delivered at the Slave Hill development in the 1970s or at Spicer's Yard/Printer's Piece. The walls shown on the drawings are all straight or have right angles, whereas wychert walls characteristically also include curved forms.

RECOMMENDATION: Include more wychert-style walling, including curved forms.

14. The PC asks that the form of construction of wychert-style walls be conditioned to include a stone base, suitable render, and traditional tiled tops.

RECOMMENDATION: Planning condition

Materials

15. The PC appreciates that the developer is seeking a high quality scheme. We also appreciate that it is not in the Conservation Area. The developer is correct that weatherboarding is found in Haddenham, albeit usually on gable ends, barn conversions and outbuildings. Weatherboarding has been successfully deployed at two recent schemes in Haddenham: at Spicer's Yard/Printer's Piece (see above) and at Rectory Homes' Rickett's Close (adjoining and within the Conservation Area respectively). However in both cases, weatherboarding is used sparingly, and as a means of adding diversity and to the predominant local materials of red brick and pale render. The PC does not object to the use of some weatherboarding, but feels that it should not be one of the principal style options as presently shown.

RECOMMENDATION: More restricted use of weatherboarding

Lighting

16. The PC would like to see a full lighting plan. We are concerned to ensure that lighting is low key, respecting the sense of a predominantly rural environment and natural habitat. This should be conditioned as appropriate.

RECOMMENDATION: Planning condition

Wildlife

17. Earlier surveys showed the presence of several bird and other wildlife species on, over or around these fields. The PC wishes to see comprehensive provision of nesting boxes for swifts, bats and other species, and should be conditioned as appropriate.

RECOMMENDATION: Planning condition

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Tree Planting

18. The PC has requested the inclusion in the open space to the west inclusion of one or more signature oak or beech trees capable of becoming major features in the landscape for decades to come. This could be incorporated in the next detailed application when the layout of the open space is considered.

RECOMMENDATION: Include in Phases 3 and 4 detailed application

Over 55 units

19. The PC welcomes the provision of these 35 units. We understand that the objective of reserving homes for the older age group at future resale will be realised by means of covenant in the title deeds, and this should be conditioned.

RECOMMENDATION: Planning condition

Site Management & Access

20. The PC understands that there will be a construction site management plan, and this should be conditioned. It is essential that no site vehicles access the site via Church End, or via the weight restricted Station Road; the single width narrow bridge at the south end of Stanbridge Road should also be avoided. Delivery times should be restricted to site hours with no parking up of vehicles in the vicinity awaiting site opening (as has been happening on a nearby development). Site hours should exclude Saturday afternoons, Sundays, statutory holidays and evening working.

RECOMMENDATION: Planning condition

Future management arrangements

21. For the avoidance of doubt, the PC has advised Dandara that we are prepared to adopt all open spaces and street lighting subject to suitable commuted sums, and that we would prefer that the use of residential management companies is avoided if possible.

RECOMMENDATION: For noting

Concurrent Planning Application 17/01926/APP

22. The PC has no comments on the new access points

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