

Great Missenden & Prestwood Revitalisation Group

Response to Great Missenden Parish Council's proposed new parking on Buryfield

Great Missenden and Prestwood Revitalisation Group (GMPRG) supports, in principle, the Parish Council's proposal to increase parking on the Buryfield to replace parking that will be lost on Link Road, due to HS2 enabling works changes.

It agrees that it makes sense to replace parking close to the village centre and the Memorial Hall, so that it serves the same purpose.

However, given the time spent exploring various other options for replacement parking, it is important that a viable plan is proposed and implemented.

The proposed siting of new parking on Buryfield clearly has challenges in both legal and planning terms. Due to these potential restrictions, it is suggested that two further areas for new or increased parking are also considered.

These being –

1. A row of parking next to the Memorial Hall, on the left before the disabled spaces. Marked bays in the Memorial Hall Car Park; to control parking and use the space to greater effect.
2. Making greater use of the access road to the Memorial Hall by new grass car parking bays parallel to Link Road.

These areas are shown as parking areas 3 and 4 on the attached sketch plan.

Mitigating impact on the Landscape in the AONB?

Given the exposed nature of the site, has the Parish Council commissioned a Landscape Impact Analysis to gain a professional opinion of the new parking area on the impact to the AONB?

If not it, it is suggested that such a report is considered, prior to a planning application, as it would determine whether the proposed large area of parking is likely to be permissible, give recommendations on how best to mitigate the new parking in terms of new planting to screen it and appropriate surface materials.

An example of the degree of detail that should be considered for such a scheme can be seen in this Design & Access Report for the National Trust-

<https://www.nationaltrust.org.uk/brecon-beacons/documents/design-and-access-statement---pont-ar-daf-car-park-consultation.pdf>

An example of an environmentally friendly surface providing green parking used by the National Trust.

<http://www.abg-geosynthetics.com/national-trust-english-heritage-car-parking.html>



Planning policy guidelines?

Has the Parish Council taken advice from a planning consultant to ascertain whether or not the proposed new parking meets planning policy guidelines? In particular-

Relevant planning policies in the NPPF

Paragraph 170-a) protecting and enhancing valued landscapes.

Paragraph 172- Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues.

New parking space guidelines as proposed in the Chiltern and South Bucks Draft Local Plan-

7.9.11 Below are the minimum design requirements criteria for residential parking standards and must be considered within all planning applications:

Size of allocated parking spaces Length 5.0m x Width 2.8m

Parallel parking dimensions – 6.0m x 3.0m is recommended

To add appropriate planting to soften the visual impact of cars.

Wherever parking is provided it needs be attractive. It should be accessible, well lit, overlooked and attractive.

Parking design should consider its impact on the carriageway, particularly on the turning movements of larger vehicles, such as refuse vehicles (and in this case coaches)

There are concerns of the impact of the proposed large parking area on the access to the neighbouring school site. If it becomes a school 'drop off' area, with cars coming and turning, it could present a danger to pedestrians and children coming off school buses.

GM Conservation Area and Public Amenity Space

CDC Proposals Maps show that much of the Buryfield is not only within the Great Missenden Conservation Area (-CA1-CA5 inclusive), but also within an area of Public Amenity Open Space and Common Land. This map shows that the area of the Parish Council's proposed new car park is also in the latter. http://www.cartogold.co.uk/Chiltern_Polmap/map.htm

There has been redrawing of the boundaries of the GM Conservation Area in the past, for instance see Page 7 of document- Conservation Area T3 Great Missenden as amended by Chiltern District Council 1992.

If the Conservation Area restricts putting new parking on the Buryfield, this raises the question-

Given that this area is right on the edge of the Conservation Area; can minor modification be made to the boundary within the current update of the Chiltern and South Bucks Local Plan?

Restrictive covenant

It would appear that the restrictive covenant in Title Number BM338916, Clause 4 (b) *not to use the land other than for allotments and recreational purposes*, applies to the area of land tinted blue on the Title Plan and 'other land' in the conveyance dated 5 October 1962 made between the County Council and the Parish Council.

The area that the Parish Council are currently proposing to put new car parking is also within the area tinted in blue, therefore is subjected to this clause. Without obtaining documents of the 5 October 1962 conveyance, it is unclear what 'other land' refers to.

However, as any new parking bays would be providing a facility for users of the common and that the clause originated from the County Council, it would not be unreasonable to approach their Legal Department, not only to seek clarification, but also to request a minor variation in the covenant.

In any event, it is considered that Chiltern and South Bucks Planning Department should be consulted on the principles of new development for parking in the Conservation Area, AONB, Green Belt and Public Amenity Open Space and Common Land, prior to a planning application being submitted.

It may also be useful for the Parish Council to speak to CDC's urban designer, Stefan Kruczkowski, (Stefan.Kruczkowski@chilternandsouthbucks.gov.uk), about the project for his advice.