

We object to this application on the following grounds:

The development was not considered suitable for many reasons in the approved Vale of Aylesbury Local Plan and conflicts with it, especially policies D3 and S3.

It also conflicts with Aylesbury Vale's HEELA, its Settlement Hierarchy and Sustainable Transport Vision.

Furthermore, it conflicts with NPPF para 78 which requires planning policies and decisions to be responsive to local needs, and para 79 which directs that housing should enhance or maintain the vitality of rural communities.

Buckinghamshire is not short of its housing targets to enable a windfall development of this size and nature.

The site is remote and, although a bus service is proposed, most dwellings will use cars, many more than one. This will create an unacceptable additional traffic volume through both Gubblecote and Marsworth village itself passing over a narrow humpback bridge and past a primary school and pre-school where congestion occurs regularly.

The following point was confirmed by the Highways Authority in their consultation response before the application was withdrawn:

*"The location of the site is such that it has only limited access by non-car modes of travel. The absence of adequate infrastructure and the site's remoteness from major built up areas is such that it is likely to be reliant on the use of the private car contrary to local and national transport policy."*

The development is therefore contrary to:

- The National Planning Policy Framework,
- Buckinghamshire Council Local Transport Plan 4 (adopted April 2016) and the
- Buckinghamshire Council Highways Development Management Guidance document (adopted July 2018).

The proposed widening of the road outwards towards Gubblecote to 6 metres with a 2 metre footpath seems impossible given the narrowness of the lane currently.

The road widening would change the rural nature of the area and Tring Brook would need to be covered over/piped to give sufficient additional width and this would lead to loss of habitat, trees and hedgerow.

The road between Long Marston and Tring, passing through Gubblecote, has no pedestrian footpath and is dangerously narrow for the additional volume of pedestrians and cyclists proposed. There are no cycle ways due to narrowness of the roads and there is poor visibility along these lanes.

The proposed 'give way/chicane' is right outside residents properties at Nos 7 & 8 Lukes Lane. These properties sit on the main road with little front garden. The noise

and fumes from cars stopping and starting outside of their windows would be prohibitive.

Similar sized housing developments in this area of Buckinghamshire have proposed facilities such as pubs, schools, employment hubs and shops but none have ever materialised, and these cannot be guaranteed by the applicant, nor can the proposed bus service.

The site is far more than the stated 20 minutes from most essential local facilities for pedestrians and cyclists. Banks, Doctors' Surgeries, Dentists and Supermarkets are all many miles away.

The proposed transport hub is unproven and unlikely.

The site is remote from Marsworth and other sizable villages and would increase traffic at an unacceptable level impacting on the rural nature of the area.

Marsworth is in a Conservation Area and the additional traffic will have a detrimental effect.

Under the Habitats Regulations this development will cause harm to the integrity of the Chiltern Beechwoods Special Area of Conservation. There are no mitigation measures to protect the Chiltern Beechwoods SAC from the additional population which would arise. There will be considerable damage to the environment and biodiversity from such a development, especially during the construction phase.

The proposal suggests Tring school would handle children of secondary age, which is improbable given the size of additional developments occurring around Tring which Herts will need to prioritise over Buckinghamshire children. In any case, since it is nearer to Tring than most of Ivinghoe and Pitstone, families there would lose the option of sending children to Tring, possibly where siblings already attend.

2 previous large-scale developments have been refused, including 1 at appeal, for reasons which should apply equally to this proposed development.

The site has been subject to continuous violations of planning regulations to the detriment of local people and the applicant should be disadvantaged accordingly.

Marsworth Parish Council has commissioned the attached Transport and Highways Review which addresses transport and highways concerns more thoroughly.

The applicant states that the site is a brownfield site. In the NPPF Brownfield sites exclude land that is or was last occupied by agricultural or forestry buildings for which the vast majority of buildings on the site have been used for many years. Most of the buildings which have been more recently used for non-agricultural uses have done so without planning permission and in clear breach of the findings of the 2 large scale development refusals/appeal. The most recent refusal/appeal stated that the land was for agricultural use only and nothing has changed since then from a

planning standpoint. The land was requisitioned by the MOD for WW2 on condition that it was returned to agricultural use after the MOD no longer needed it, and that is what occurred. In any case the vast majority of the site cannot be claimed to be Brownfield.

The sewerage system serving Marsworth and nearby villages in Herts is already overloaded and frequently fails. Adding 320 dwellings would cause massive disruption regularly.

Similarly, the water supply to the area from Thames Water has reduced pressure forcing the Fire Brigade to use canal water in a recent fire. Adding 320 houses would further limit supplies.

There is an underground oil pipeline running through the western end of the site (Dacorum) which will forbid any excavation nearby. This will limit drainage and water supply possibilities for the development and prevent housing or building in its immediate vicinity.

The roads serving the area are covered by the approved Ivinghoe Freight Strategy which limits through traffic to 7.5 tonnes. Much commercial traffic to/from the site both during and after construction will exceed this limit. Since there is no gas supply in the area most new homes will use oil, which is delivered in trucks over 16 tonnes.

In the unlikely event that Buckinghamshire CC approves this application we make the following representations:

- That the proposed facilities by way of shop, school, employment hub, and bus service are made legally binding.
- That the road widening towards Gubblecote is carried out completely before site construction or demolition commences and is widened to 6m with a 2m footpath.
- That a reasonably short time limit (suggested 2 years) for completion of total site build is put in place to limit the disruption to the locality from construction activity
- That additional signage preventing heavy goods vehicles from using the Red Lion bridge is put in place.
- That no attempt is made to separate out the site from Marsworth Parish and village, as suggested by the applicant.
- In the event that this application is refused, and it goes to appeal, then Buckinghamshire must insist all parties have adequate time to prepare a thorough case against the appeal.