

Ivinghoe Ward BC Councillors' response to NESS document section 4. Cheddington.

Hereafter is a response to the NESS document on behalf of BC Councillors' Chris Poll and Peter Brazier.

## Cheddington

### 1. Location Summary

#### Location and General Area Description.

Cheddington is not made of 2 separate sites, and any submission of new town suitability was made by a think tank previously and was rebuffed due to incorrect assumptions.

#### Site Area

This appears to be assuming that the land in the ownership of Mentmore Park Farms is successfully promoted beyond its current stage of requiring further investigation

#### NESS Typology

Cheddington is not urban. There are limited services typical of a village in a rural location. Little to no connectivity to a major settlement nearby other than Leighton Buzzard by train. Tring should be discounted as the station is too distant from the town centre. Road connections are poor when considered for possible New Town status.

#### Assumed Site Capacity

This appears to be a simple formula which goes against current (VALP) planning policy of 35dph and would be inappropriate for a rural village

### 2. Place

#### Strategic Planning Considerations

No comments to add

#### Settlement Hierarchy

Cheddington is not classified as a large village within VALP. It is in fact classified as a medium village, downgraded after the loss of its Post Office service.

#### Historic Environment

There is in fact at least one listed building, namely Cheddington Manor. There is also evidence of pre-Christian Roman settlement with burial evidence now located in the Bucks

Museum. The iron age hill fort to the South-East and parts of the grounds of Mentmore Towers to the North-West are within the visual setting

### Landscape and Settlement Character

No comments to add

## **3. Environment**

### Environmental Designations

Nothing to add except the largest traditional orchard within Bucks contains the Noble Chafer Beetle, confirmed, and as such is a protected species.

### Relevant Waterbodies

No comments to add

### Agricultural Land

No comments to add

### Ground Conditions

The area of Cheddington is peppered with spring fed aquifers

## **4. Infrastructure**

### Energy

#### Existing Infrastructure

Cheddington Primary School has headroom but draws pupils from the wider area. In fact, some students come from out of county to accommodate fluctuations within population in the wider area. At times, Brookmead School in Pitstone supplies or accepts pupils to manage numbers

#### Electricity

No comments to make

#### Oil

No comments to make

#### Gas

No comments to make

## Renewables

There are many solar installations in the near area

## Water and Wastewater

### Wastewater

Thames currently deal with wastewater and ASTW (Aylesbury Sewage Treatment Works) is often described as overcapacity. Development in Aylesbury will require further expansion to accommodate any development in the surrounding villages

### Implications and Mitigation

No further comments to make

## Flood Risk and Surface Water Drainage

### Implications and Mitigation

The area has many spring fed areas and ponds

## Digital

Despite promises, and deposits paid, Openreach are yet to upgrade to FTTP in any of the areas within the ward

## Waste and Minerals

There are 3 waste management facilities located within 1 mile of the village of Cheddington, namely Waste King, Camiers and New Recycling. All privately owned and operated.

## 5. Movement

### DfT Connectivity Metrics

No comments to add

## Highway Network

### Existing Infrastructure

The A4146 was reclassified to the B440 some years ago. There are now no A roads within the Ivinghoe Ward whatsoever

### Implications and Mitigation

Agree with the comments as to the unsuitability of existing roads. Any development would urgently require a bypass to be created to alleviate the narrowing and therefore bottleneck at Horton village / hamlet on the B488

## **Public Transport**

### Existing Infrastructure

No comments to add

### Implications and Mitigation

There is no circumstance in which services could be increased at Cheddington Station as the lines cross over to allow faster trains to overtake local services between Ledburn Junction and Tring. Over 10 years ago as a Cheddington Parish Councillor I was told this by Network Rail executives. There are no plans to establish step free access to platforms as there is no prudent cost benefit analysis.

## **Active Mode Routes**

### Existing Infrastructure

No comments to add

### Implications and Mitigation

Any development to the North-West of Cheddington must include active travel routes to the station which run through part of the proposed site.

## **6. People**

### **Social Infrastructure Facilities**

#### Existing Infrastructure

There are no GP facilities in Cheddington. There is 1 primary school. There is only 1 food shop, a convenience store. There is no Post Office and no pharmacies. Ivinghoe has 1 pharmacy and no GP practice.

#### Implications and Mitigation

No comments to add

#### Implications and Mitigation (Education)

No comments to add

#### Implications and Mitigation (Healthcare)

No comments to add

### Implications and Mitigation (Community Facilities)

No comments to add

### Implications and Mitigation (Sport and recreation)

No comments to add

### Address deprivation of existing communities

No comments to add

## **7. Economy**

### Existing Employment

There are no kennels within the village. The Mentmore employment site supports circa. 50 full time jobs. The old airfield site to the west of the village supports circa 500 jobs. The assertion that Safran in Pitstone is a major employer locally is incorrect, as it is only a satellite of a larger company.

### Potential Employment

Potential employment at the suggested Pitstone site would require travel, preferably active, from Cheddington Station although along narrow and unsuitable roads.

## **8. Implementation**

No comments to make

## **9. Summary**

### Constraint Summary

No comments to add

### Opportunities Summary

The connection to the major employment opportunities of Dunstable and Luton is limited other than by car. Requests over many years for upgraded connection from BCC / BC and London Luton Airport have so far been unsuccessful.

UKPN summary of renewable energy options in this summary mention medium / large wind turbines which directly contradicts earlier statements in section 4.

There is no potential to form a modest rail linked extension as previously stated, as Cheddington has no increased capacity option, and the first branch rail line in the world, from the station, has since been built upon.

### **Personal Summary**

This document appears to have been completed in a hurry as there are many mistakes or false assumptions.

Signed by Cllr Chris Poll & Cllr Peter Brazier (Bucks Council members for Ivinghoe Ward)