



Parish Office
Link Road
Great Missenden
Bucks
HP16 9AE
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23rd April 2020

Buryfield Car Park Extension, Link Road, Great Missenden, Bucks HP16 9AE

Great Missenden Parish Council is looking to construct an extension to the existing Buryfield car park to help increase car parking spaces available in the village.

I have pleasure in enclosing the information below to enable you to tender for the above contract. Please feel free to contact us if you have any queries.

Please find attached:-

- Location Plan
- Site Plan Buryfield Car Park BFCP GA 101
- Site Plan Buryfield Car Park 3D
- Existing Layout
- Design & Access statement – for background information
- Project Specification

Please send your tender, addressed to the clerk, in a sealed envelope marked 'Buryfield Car Park tender', to arrive no later than Monday 1st June 2020.

When returning your itemised pricing, could you also please include copies of the following items:

- Information and background about your company
- Details about how you would propose to carry out the work on this contract, including if the site would need to be closed from users, how long the work will take, what security will be in place of any machinery or tools left on site
- References demonstrating your suitability of carrying out this type of work
- A copy of your PLI insurance certificate

We look forward to hearing from you.

Yours sincerely

Jane Hennessy

Clerk to Great Missenden Parish Council

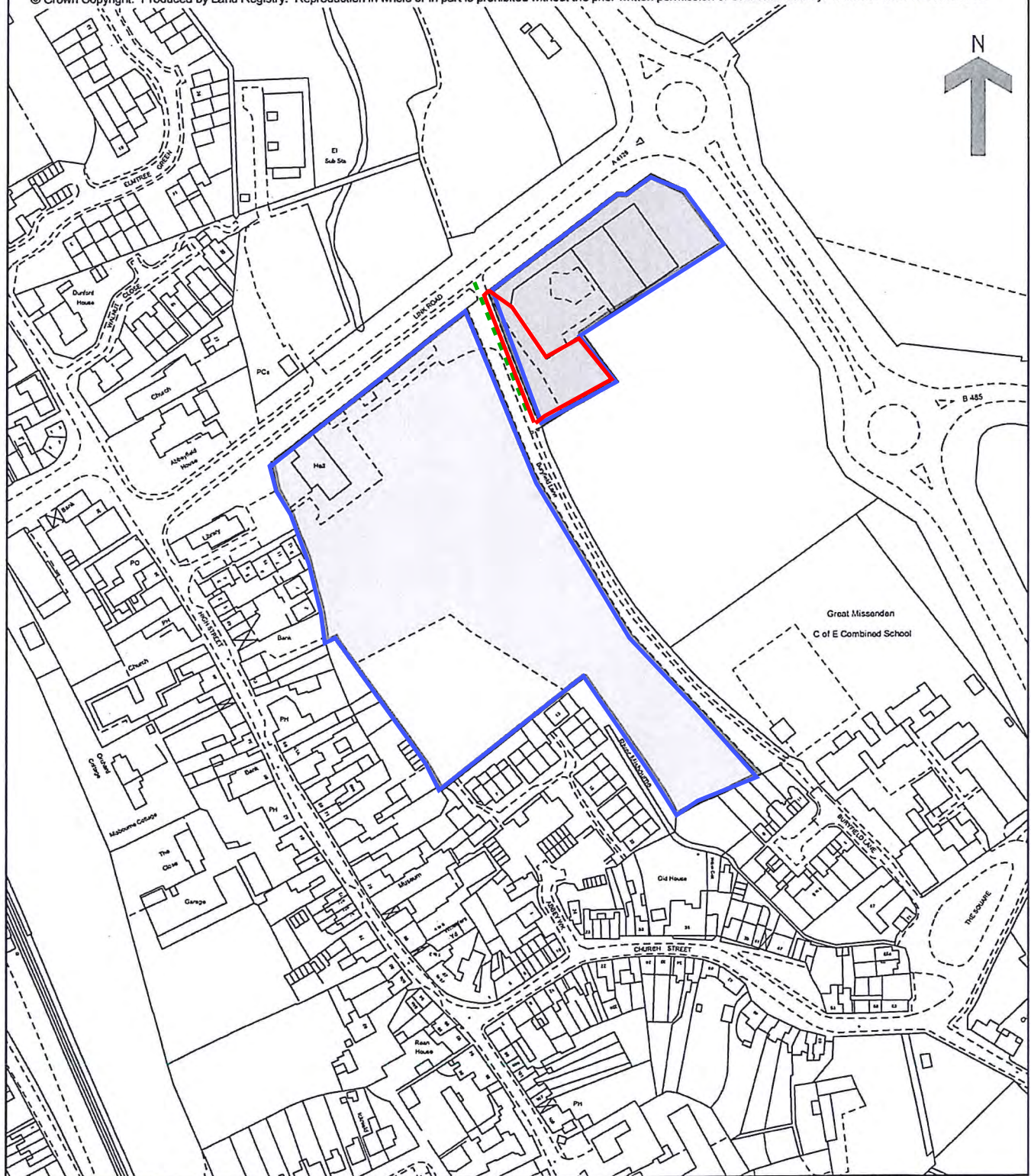
Land Registry Official copy of title plan

Title number **BM338916**
Ordnance Survey map reference **SP8901SE**
Scale **1:2500**
Administrative area **Buckinghamshire: Chiltern**

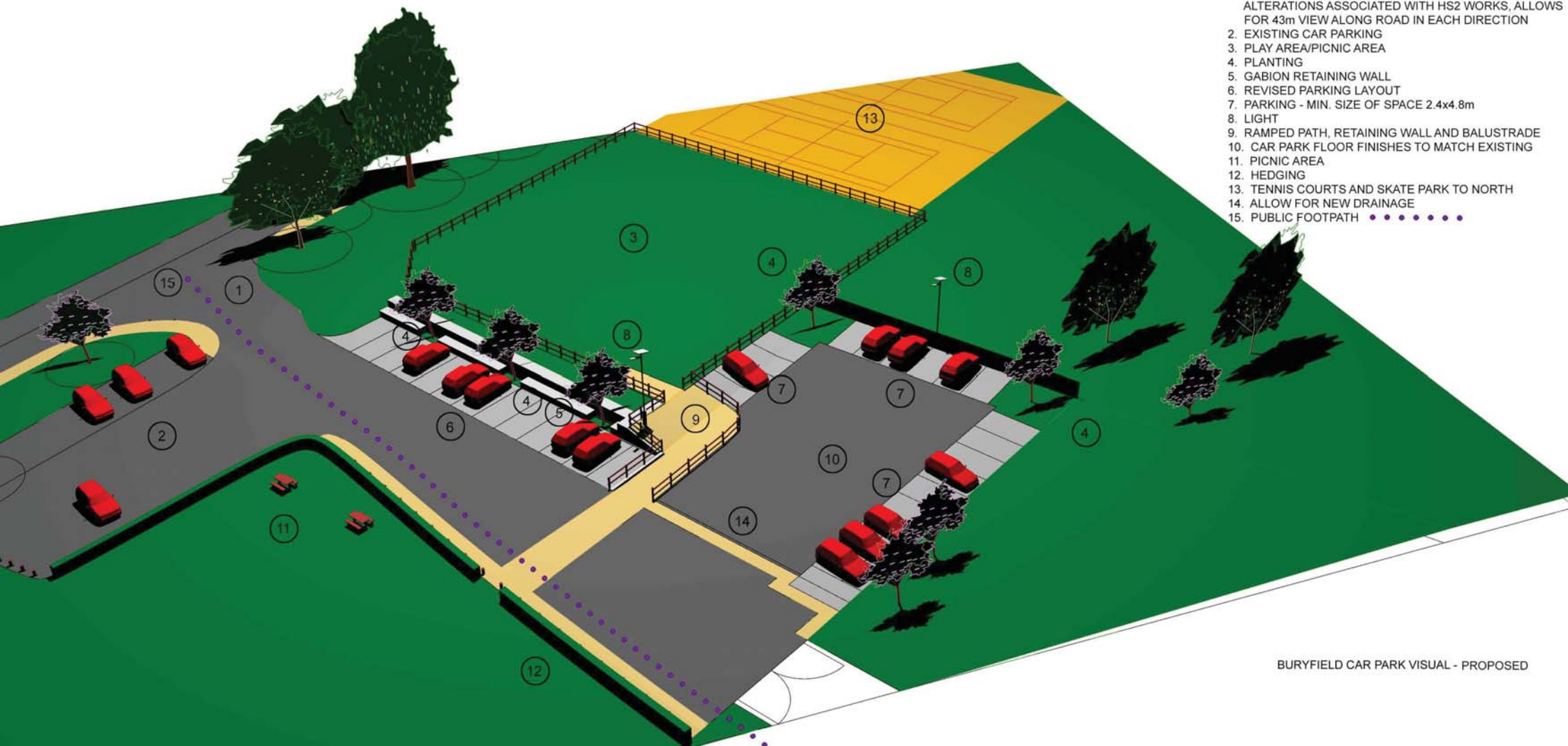


GREAT MISSENDEN – HP16 9AE

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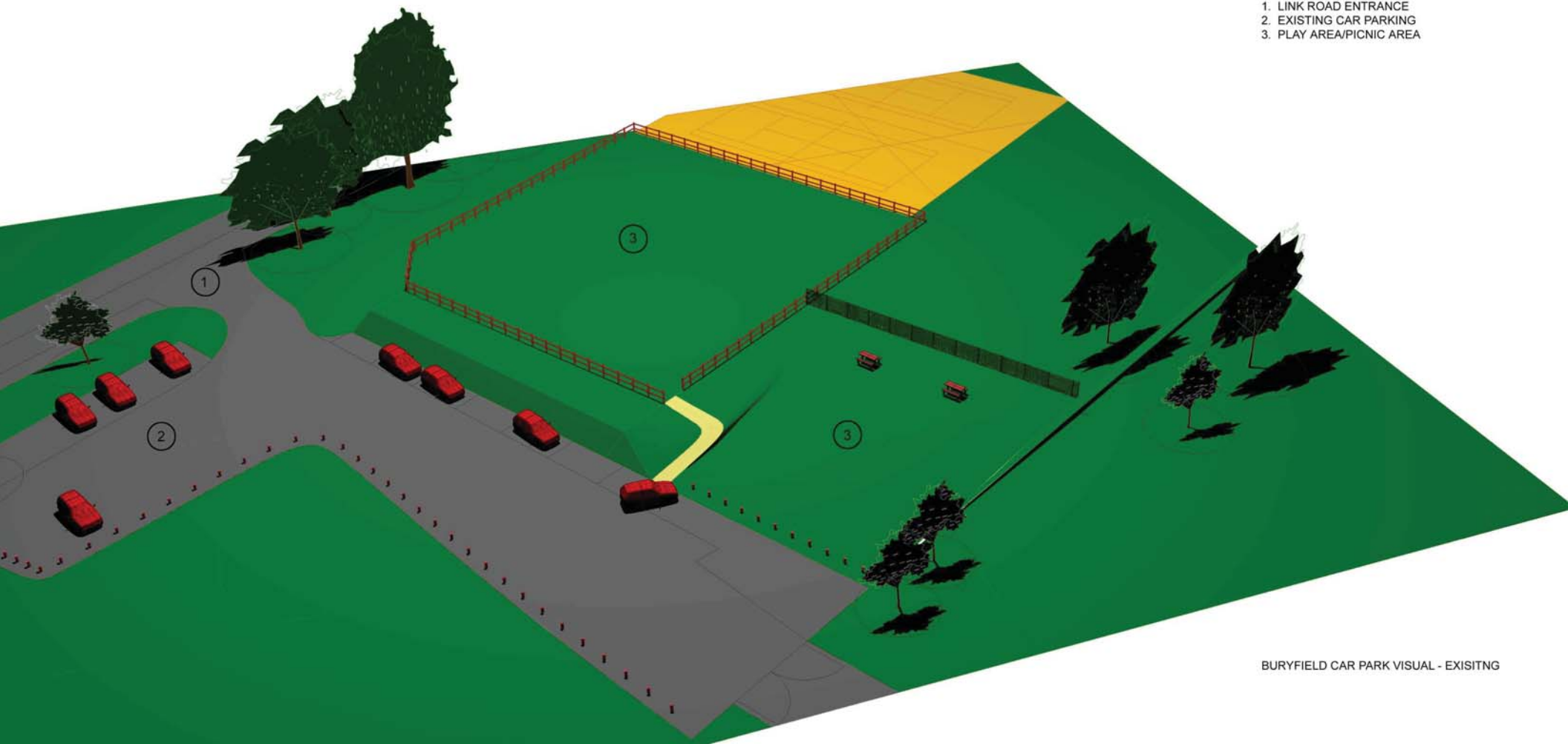
Proposed Site Area	—
Extent of Parish Owned Land	—
Existing Access to Link Road	---



1. LINK ROAD ENTRANCE, AS PER PROPOSED ALTERATIONS ASSOCIATED WITH HS2 WORKS, ALLOWS FOR 43m VIEW ALONG ROAD IN EACH DIRECTION
2. EXISTING CAR PARKING
3. PLAY AREA/PICNIC AREA
4. PLANTING
5. GABION RETAINING WALL
6. REVISED PARKING LAYOUT
7. PARKING - MIN. SIZE OF SPACE 2.4x4.8m
8. LIGHT
9. RAMPED PATH, RETAINING WALL AND BALUSTRADE
10. CAR PARK FLOOR FINISHES TO MATCH EXISTING
11. PICNIC AREA
12. HEDGING
13. TENNIS COURTS AND SKATE PARK TO NORTH
14. ALLOW FOR NEW DRAINAGE
15. PUBLIC FOOTPATH ●●●●●●●●●●

BURYFIELD CAR PARK VISUAL - PROPOSED

1. LINK ROAD ENTRANCE
2. EXISTING CAR PARKING
3. PLAY AREA/PICNIC AREA



BURYFIELD CAR PARK VISUAL - EXISTING

Design and Access Statement
in support of a planning application
for land at
Buryfield, Great Missenden, HP16 9AE



Design and Access Statement

The proposal is to increase the existing car park by 22 spaces on land at Buryfield, Great Missenden. The land is within the Metropolitan Green Belt. The entrance to the site is a turning from the Link Road A4128 onto Buryfield. All the land is owned by the Parish Council.

There is a shortage of car parking in the village due to the popularity of the Roald Dahl museum, the tennis courts, adventure playground and skate park. Buryfield is used regularly by local football teams at the weekends and for events by the general public.

The shortage of parking generally will be exacerbated by HS2 mitigation works to widen the Link Road which will remove up to 16 parking spaces on the Link Road. The widening of the Link Road also provided an opportunity to improve the vision splay from the existing and proposed car park to 43 metres in each direction.

Under the assurances and undertakings of the HS2 Hybrid Bill, the Parish Council was promised funds to help alleviate the problem with parking in the village. This was in compensation for the loss of 16 one hour free parking spaces on the Link Road. One condition of the compensation was that the Parish Council has to provide one hour free parking in any replacement parking established.

The Parish Council already offer one hour free parking to visitors to the village in the existing Buryfield car park and need to increase the number of available spaces due to demand. The high-street shops and restaurants have already been adversely affected by road closure/other disruptions which together with a shortage of parking means their business is suffering.

The Parish Council, with the help of Bucks County Council, have looked at various locations around the village to find space for parking and have concluded that the only practical solution for the village is the land on Buryfield as a special exemption in view of the circumstances (please see appendix 1 for other areas considered) . A consultation with local residents supported this choice.

During the consultation some suggested using the Buryfield field for additional parking. However Buryfield is in the conservation area and the Parish Council would like to preserve this large open green space for the community.

Parents of schoolchildren attending the local school – The C of E Combined School - use the car park to drop off and collect their children, the extra space will help to facilitate this.

School buses will not be permitted to use the car park, the space in the existing car park does not allow for a turning circle. The C of E Combined School have there own undertakings and assurances from the HS2 Hybrid Bill for coach parking.

It is planned to install a number of chargers for electric powered vehicles in the existing Buryfield car park, closer to the electricity supply.

Existing Physical context

There are no trees affected by this development. As part of the project it is planned to landscape sympathetically including planting additional trees.

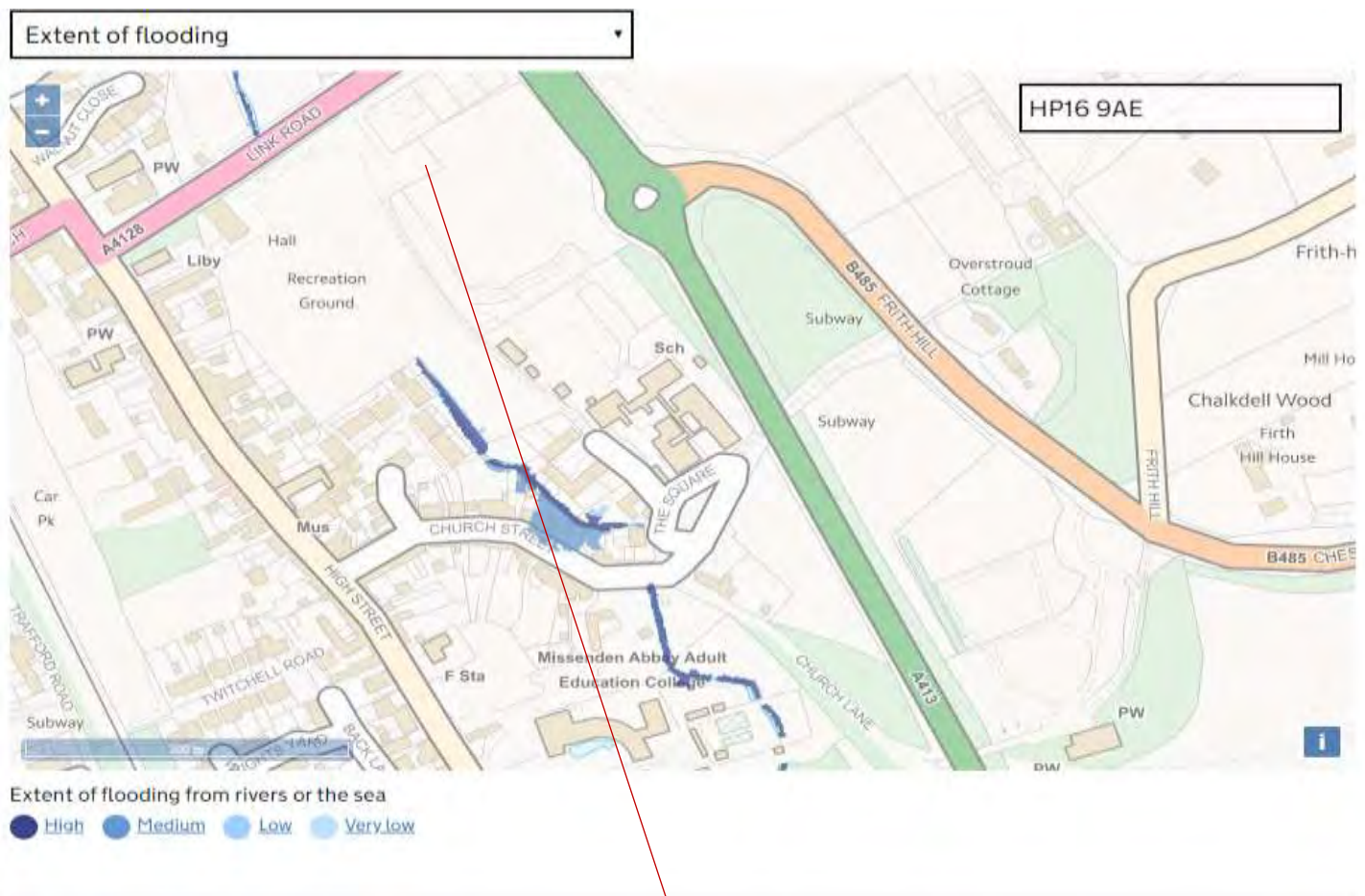
Involvement

To help develop, define and evolve the proposal into the format within the application there have been a number of consultations and informal advice and guidance has been sought from:-

- a. Buckinghamshire County Council Highways representatives
- b. Public Consultation (please see appendix 2 for sample of comments)
- c. Informal advice from Chiltern District Council

Flood Risk

- a. VERY Low risk means that each year this area has a chance of flooding of less than 0.1% this takes into account the effect of any flood defences in the area.
- b. A topographical survey is included in the application (see Appendix 3)





Extent of flooding from surface water

● High
 ● Medium
 ● Low
 ○ Very Low

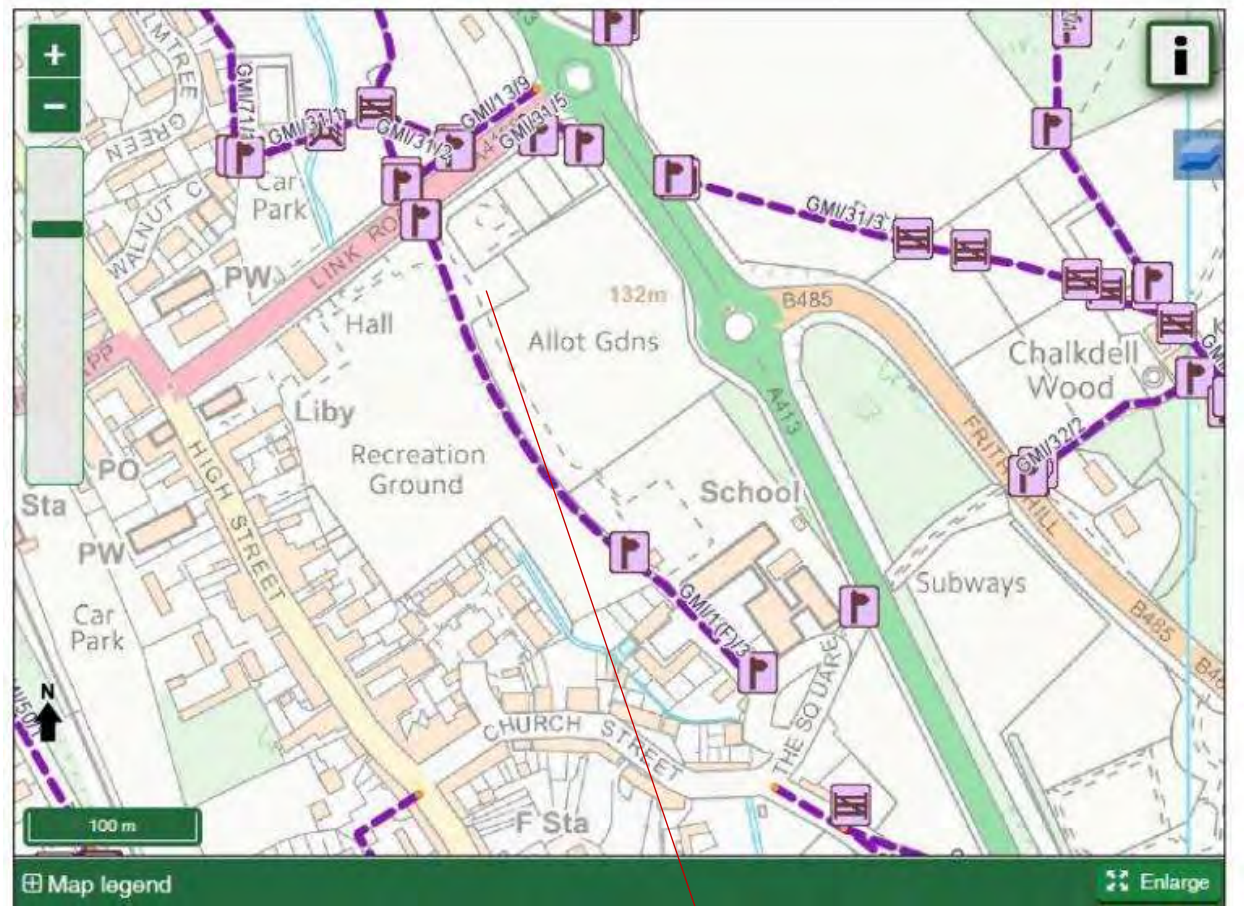
New car park

Public Footpaths in the vicinity

Bucks County Council's Strategic Public Access Department have been consulted with the following response:-

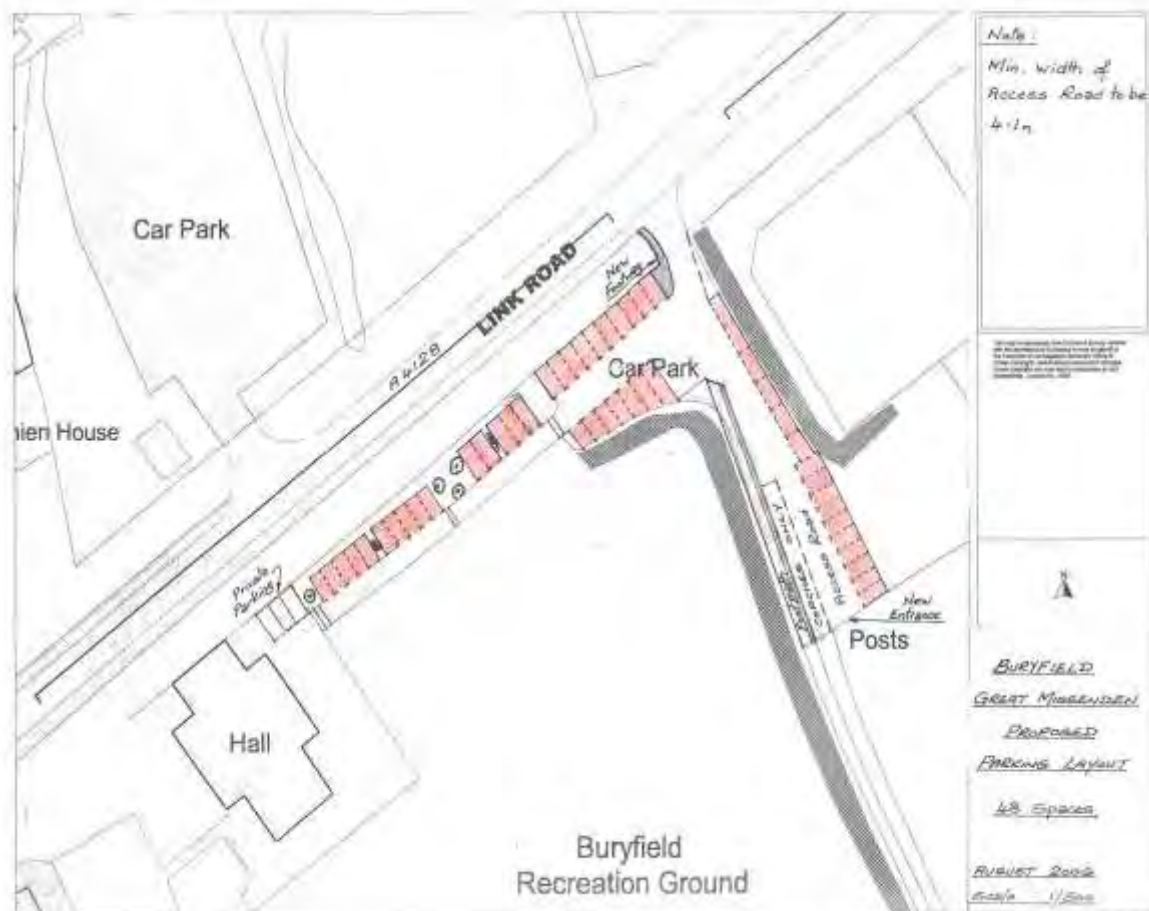
A pre-application consultation has been undertaken with the county rights of way team who have no concerns regarding walkers using Footpath GNI/1(F)/3 through the proposed new car park”.

The car park construction will not inhibit any public footpath or rights of way.



New car park

Buryfield carpark plans 2006



Design

The existing car park design suggest 48 spaces; in reality there are only 43 accessible spaces. The new plans add 22 parking spaces and these are in an ideal location 300 metres from the Roald Dahl museum and 200 metres from the High Street.

1. The adventure playground fence will be replaced
2. The raised bank will be cut away enabling parking at 90 degrees
3. The bank will be supported by staggered gabions. The gabions will be planted to look like a living wall.
4. Three trees will be planted inset into the gabion wall (appendix 4 - pictures of gabion wall).
5. A native hedge will be planted around the new car park from the adventure playground by the school fence around to the school staff entrance.
6. A new native hedge will be planted from the south to north edge of Buryfield with a gap facing towards the adventure playground ramp.

This hedge is for safety reasons to stop children running across the road and a raised crossing will be created

7. A new picnic area will be positioned on Buryfield.

Construction

1. Safety of the public is a key consideration to construction operations. A detailed Traffic Management Plan will be developed with the contractor.
2. The proposed car park is adjacent to the public footpath used by parents and children for a route to the C of E combined school. This will be taken into account when phasing the work so it takes place with minimal disruption to the users of the existing car park and school. The construction works will be segregated from the public and school with temporary fencing.
3. Deliveries will not be allowed on or off the site between the hours of 7.30am – 10.00am and 2.30pm – 6.00pm, these being the peak hours for traffic to and from the school.

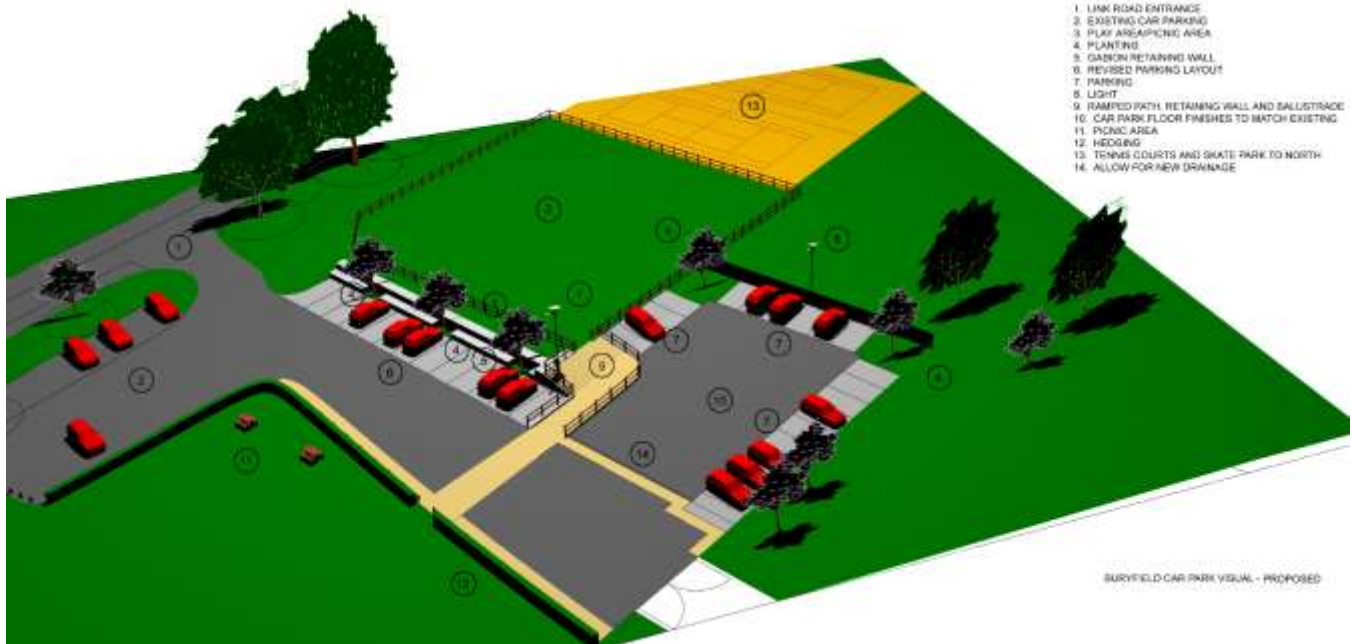
Landscaping

1. Please see design section above.

Access

1. The construction of the proposed car park extension will not inhibit access to the Buryfield.



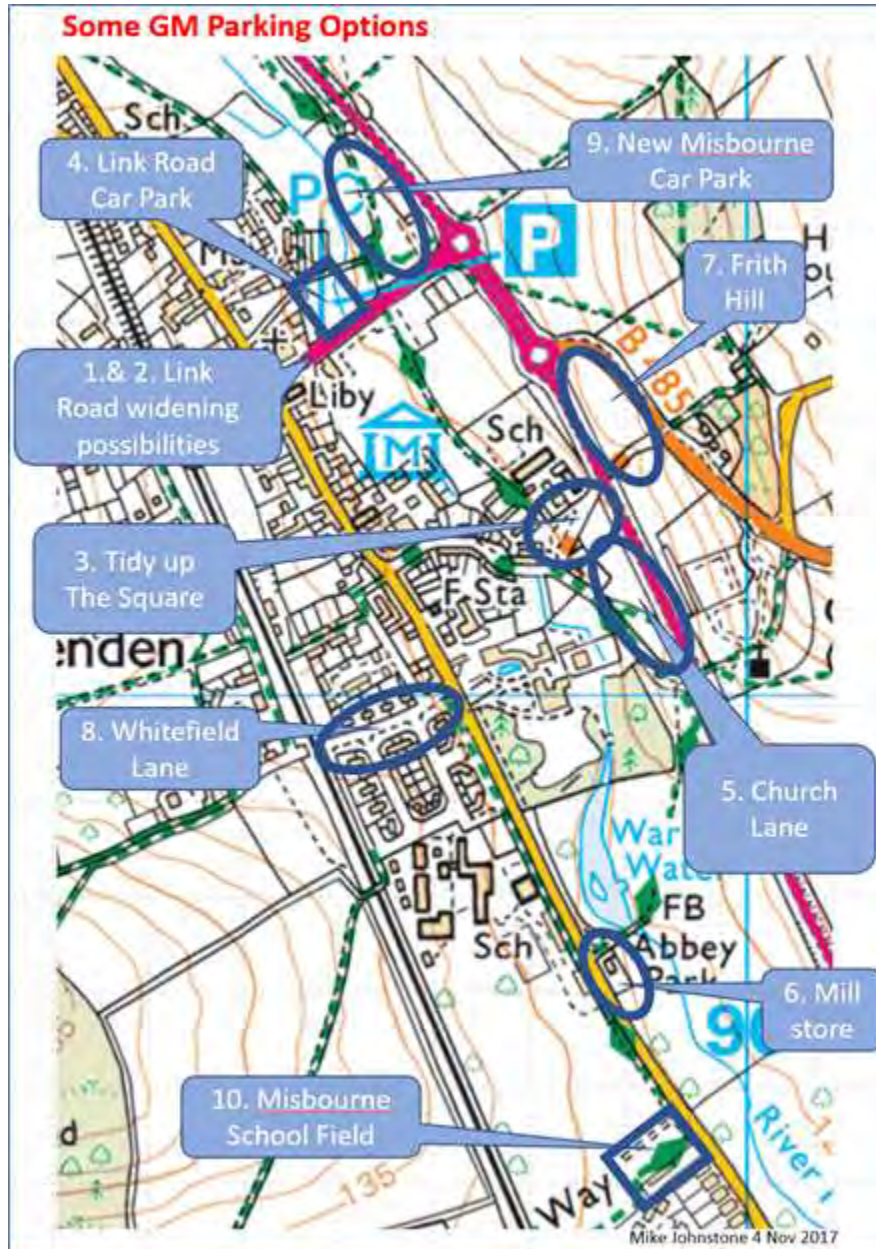


Dated: 28.01.20

APPENDIX 1

Map of Great Missenden Showing Alternative Car Parking Areas Considered

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Alternative areas for car parking, shown in the map, above numbered 1 – 9 have all been ruled out, either cost or practicality, particularly as the Parish Council do not own any of the land at these locations. Item 10, parcel of land at the rear of Misbourne School Field on London Road, has been ruled out as a result of public consultation and cost.

APPENDIX 2

A public consultation was held offering plans of two locations, London Road and Buryfield. Further suggestions were requested. A consultation event was held, the consultation was also advertised on websites and in the local community newspaper, The Source.

Summary of responses are as follows:-

In favour of Buryfield	140
In favour of London Road	10
In favour of both	2
Train Station car park	8
No additional parking at all	2
Incomplete surveys	2

Please see below for a sample of the comments received:-

The key issue here is to encourage local people and visitors to use the High Street shops and pubs/restaurants. It is also important to maintain the flow of traffic through the high street – hence my Buryfield preference.

The London Road option is a complete folly. So far away from the village that no-one would use it, rather parking in London Road itself. Perhaps Misbourne School should provide on-site parking for the large number of sixth formers who park on London road. Could London Road be widened to allow parking and two-way traffic instead?

This would actually be useful for the village and for parents dropping off and picking up children from the school (Buryfield car park). The London Road option seems bizarre – far too far from the village to be useful.

If there must be additional parking, the Buryfield site is nearer to the village facilities and therefore more likely to be used. It is a much longer walk from the London Road/Misbourne site, which will not be as popular for those wanting to just – “pop-in”. There is already a huge issue with volumes of traffic on the London Road in relation to the Misbourne School and Missenden Abbey. Adding an extra parking facility in the area will surely exacerbate this.

The Misbourne playing fields are much used and a valuable resource from both the school and others, such as AFC Lightning, DofE, etc. With the selling off of such green open space for development, it is heartening to see a secondary school with access to such an area. We have a son in year 10 at the Misbourne who is taking PE as one of his options and like all the students at the school needs this open space for training and fitness. Our daughter will be attending from September next year and it would be good to know that she will benefit from the same resource. In this day of shrinking activity space for young people, we feel that it is imperative to keep these areas available, not to be lost for the reason of parking vehicles!

The lack of short term parking is a critical problem which if not addressed will directly impact on the viability of businesses on the high street.

Buryfield is central. London Road is too far from village centre. Suggest to ease parking on the London Road pupils at the Misbourne School are given a parking area on site.

APPENDIX 2 (continued)

I think the landscaping and the planting envisaged are very important – it looked good! Would the gabions be very litter prone?

Request that the station car park is short term parking free.

Move the picnic benches from existing area onto the Buryfield for families to enjoy and provide more bins please.

The Misbourne School should be urged to supply adequate parking for their older pupils who have cars and now clutter up London Road.

Please use native hedging mixes as car park boundary where possible. Split level gabions with some planting will be more attractive than alternatives.

It looks a very practical and attractive scheme which I think would benefit the village.

The London Road option would require lighting, particularly in winter. So that vulnerable people would find it a less daunting prospect in the dark. The car park would need to be accompanied by double yellow line restriction on London Road. Whilst I prefer the London Road option the disadvantage of this choice would be that it is a long way to walk in the rain or dark. It would also be expensive but it would provide more spaces than the Buryfield option.

Parking on London Road will not help the village as too far away from amenities and services. Village will lose visitors especially if you use wheelchairs or prams. Waste of money.

London Road is preferable as there are too many cars in the village already.

In addition to the problems identified by GMPC for the London Road option, the footpath past Missenden Abbey grounds is in a very poor state, narrow and unlit.

The London Road option wouldn't be viable because people will not walk.

No – but the living wall is a great idea and could be good for the Walled Garden to be involved. I think that the Misbourne School should be encouraged either to encourage their pupils not to bring cars to school or to provide more parking on school premises.

Ask station car park to reduce fees and offer parking by the hour.

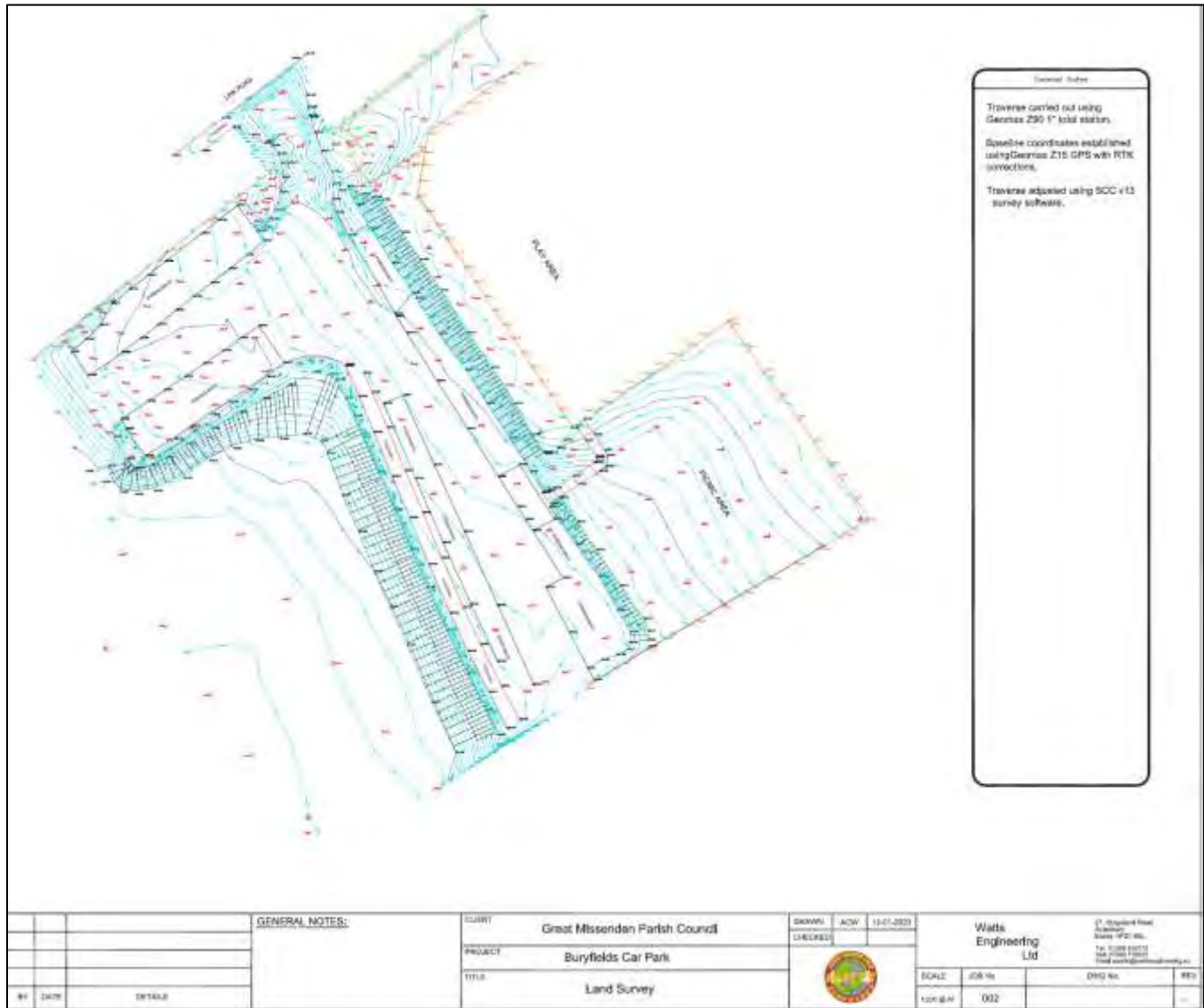
22 spaces is great but not enough. There should be additional parking made available possibly in the station or on adjoining land. The new development behind the Red Lion could make more parking on site.

I like the gabions. I would like a beech hedge round the Buryfield.

London Road proposal is approx. 1 mile from the High Street – shoppers will not park there. The station is further – train commuters are unlikely to park there. London Road proposal would use land which has been a school playing field at a time when young people need more encouragement to exercise outside. London Road would be an unlocked public car park next to residential properties.

APPENDIX 3

Topography



APPENDIX 4

Examples of Tiered Gabion Wall & Living Wall



GREAT MISSENDEN PARISH COUNCIL SPECIFICATION FOR BURYFIELD CAR PARK EXTENSION

Item	Description	Qty	Unit	Value
1	Preliminaries including any required CBR tests			
	Site clearance			
2	Take up and remove to tip off site PCC edgings	47	m	
3	Take up and remove to tip off site traffic sign incl post	1	Nr	
4	Take up, set aside to store and relocate existing lighting column including bracket arm and lantern	1	Nr	
5	Take up, set aside to store permanent timber bollard	10	Nr	
6	Take down, set aside to store and relocate existing bench	1	Nr	
7	Take down, set aside to store and relocate existing bin	1	Nr	
	Excavation - Provisional quantities			
8	Excavation of acceptable material Class 5A	91	m3	
9	Excavation of acceptable material excluding Class 5A in cutting and other excavation	442	m3	
10	Excavation of acceptable material excluding Class 5A in structural foundations 0 to 3 metres in depth	13	m3	
11	Extra over excavation for excavation in Hard Material in cutting and other excavation	34	m3	
12	Disposal of acceptable material Class 5A	91	m3	
13	Disposal of acceptable material excluding Class 5A	455	m3	

Note: All surfacing materials shall be permeable, or shall allow for natural surface water runoff to drain to a permeable surface within the site.

GREAT MISSENDEN PARISH COUNCIL SPECIFICATION FOR BURYFIELD CAR PARK EXTENSION

Item	Description	Qty	Unit	Value
	New Car Park			
	<u>Surfacing</u>			
1	Road planings 30mm thick in car park bays	387	m2	
2	Dense asphalt concrete with 10 mm aggregate surface course 30mm thick in car park	322	m2	
3	Dense asphalt concrete AC20 with 20 mm aggregate binder course 50mm thick in car park	709	m2	
4	Dense asphalt concrete AC32 with 32 mm aggregate base 150 thick in car park	709	m2	
5	Dense asphalt concrete with 6 mm aggregate surface course 25mm thick in ramped path	66	m2	
6	Dense asphalt concrete AC20 with 20 mm aggregate binder course 50mm thick in ramped path	66	m2	
	<u>Filling</u>			
7	Type 1 unbound mixture sub-base car park - assume 150mm thick	114	m3	
8	6F2 unbound mixture sub-base car park - assume 300mm thick	244	m3	
9	Type 1 unbound mixture sub-base - footpaths - assume 150mm thick	10	m3	
10	lean mix concrete - footpaths - assume 150mm thick	10	m3	
	<u>Geotextiles</u>			
11	Geotextile Terram 1000	852	m2	
	<u>Kerbs, Channels, Edgings, Combined Drainage and Kerb Blocks and Linear Drainage Channel Systems</u>			
12	Precast concrete kerbs; Square channel 125x255mm; laid straight or curved exceeding 12 metres radius	86	m	
13	Precast concrete kerbs; Half battered 125x255mm; laid straight or curved exceeding 12 metres radius	151	m	
14	Precast concrete kerbs; Half battered 125x255mm; laid curved not exceeding 12 metres radius	4	m	
15	Precast concrete edgings; 50x150mm; laid to curves not exceeding 12 metres radius	44	m	
16	ACO M100D channel complete with cast iron cover and frame class C, bedded on 150mm thick concrete bed including haunching on both sides.	13	m	

GREAT MISSENDEN PARISH COUNCIL SPECIFICATION FOR BURYFIELD CAR PARK EXTENSION

Item	Description	Qty	Unit	Value
	<u>Drainage</u>			
1	Pipeline in trench; 150mm dia Twinwall pipe; 150mm pea shingle bed and surround; ne1.5m deep	11	m	
2	1200mm dia precast concrete ring soakaway; 1.5m deep in 3.6x3.6m pit surrounded by filter material	1	Nr	
	<u>Retaining walls</u>			
	<u>Gabion walling</u>			
3	Gabion walling with plastic coated galvanized wire mesh 3mm filled with Class 6G material on type 1 sub base	54	m3	
4	Type 1 unbound mixture sub-base car park - average 225mm thick	12	m3	
	<u>PCC Forterra retaining walls</u>			
5	Supply and install PCC 1m high retaining wall on concrete foundation	22	m	
6	Extra over for corner 1m high - assume 90deg corner and not radius	1	Nr	
7	C32/40 concrete in foundation trench 0.5m deep poured against earth incl A393 mesh	11	m3	
	<u>Fencing</u>			
8	1.2m high post and two rail fencing	38	m	
	<u>Street lighting</u>			
9	Provisional sum for 2Nr new street lighting columns including cable and connections assuming existing feeder pillar		Item	
10	One number 100 mm internal diameter street lighting service duct on bed Type S in trench depth to invert not exceeding 2 metres	50	m	
	<u>Road markings, Signs and street furniture</u>			
11	Road marking in thermoplastic screed - allowance for 1 visit - provisional		Item	
12	Sum for plastic speed bumps approx. 2 x 6m Signs and street furniture		Item	
	<u>Soft landscaping</u>			
13	Provisional sum for tree planting including ground preparation		Item	