



# BUCKINGHAM TOWN COUNCIL

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Town Clerk: Mr. C. P. Wayman

04 April 2017

Councillor,

You are summoned to an Interim meeting of Buckingham Town Council to be held on **Monday 10<sup>th</sup> April 2017 at 7pm** in the Council Chamber, Cornwalls Meadow, Buckingham.

Mr. C. P. Wayman  
Town Clerk

Please note that the Full Council will be preceded by a Public Session in accordance with Standing Order 3.f, which will last for a maximum of 15 minutes.

## AGENDA

### 1. Apologies for Absence

Members are asked to receive apologies from members.

### 2. Declarations of Interest

To receive declarations of any personal or prejudicial interest under consideration on this agenda in accordance with the Localism Act 2011 Sections 26-34 & Schedule 4.

### 3. New Planning Application

17/00746/APP Former Railway Station Site, Station Road  
Erection of a new student accommodation (C2) building including ground floor parking with associated landscaping and access  
*University of Buckingham*

A briefing note is attached.

**Appendix A**

### 4. Amended Plans

16/02641/APP Hamilton Precision Ltd., 10 Tingewick Road  
Demolition of existing Class B2 warehouse and construction of 51 residential units with access and associated parking  
*Taylor French Developments & Hightown Housing Ass<sup>n</sup>*

A briefing note is attached.

**Appendix B**

### 5. Chair's Announcements

### 6. Date of next Meetings:

|                          |                                  |
|--------------------------|----------------------------------|
| Annual Statutory Meeting | Friday 5 <sup>th</sup> May 2017  |
| Full Council             | Monday 8 <sup>th</sup> May 2017  |
| Interim Council          | Monday 5 <sup>th</sup> June 2017 |

To: All Councillors

Buckingham



Twinned with Mouvaux, France



## BUCKINGHAM TOWN COUNCIL

## INTERIM COUNCIL MEETING

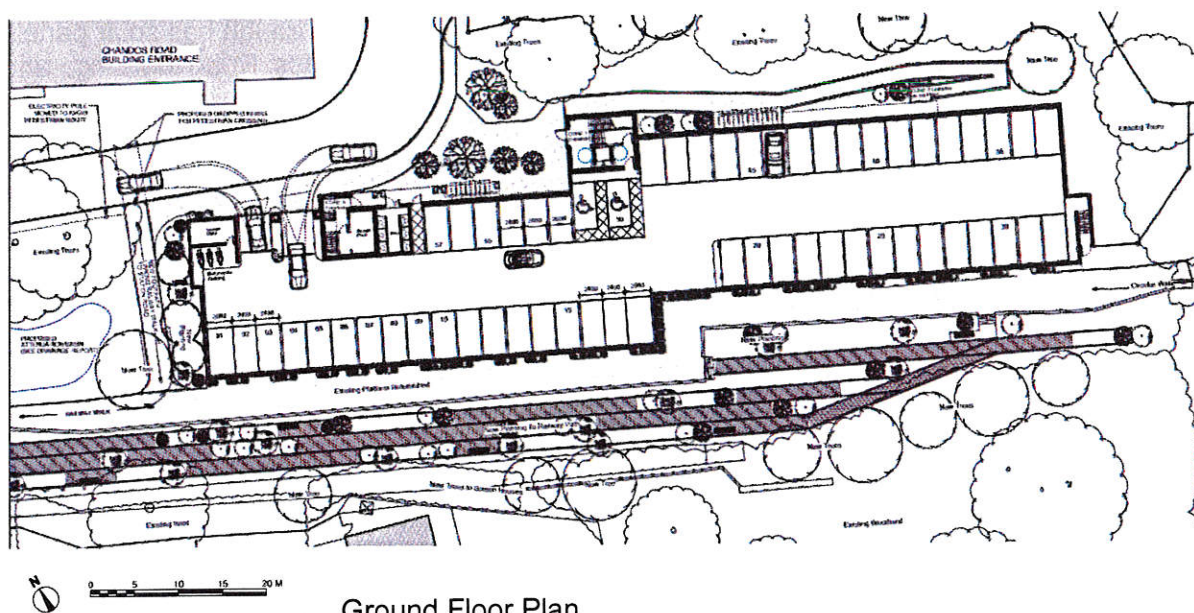
MONDAY 10<sup>th</sup> APRIL 2017

## Agenda Item no. 3

Contact Officer: Mrs K. McElligott  
01280 816426

## Planning application 17/00746/APP

Former Railway Station Site, Station Road  
Erection of a new student accommodation (C2) building including ground floor parking with associated landscaping and access  
*University of Buckingham*



The ground floor is all parking, the eastern (Railway Walk) end cut into the ground somewhat, with the entrance opposite the Chandos Road Building. There are 57 car parking bays (including two for disabled drivers) - 6 more than the existing car park - plus 3 motorcycle bays inside the building and two sets of cycle parking outside, for 8 (under the 'colonnade') and 14 (just stands, no cover)<sup>1</sup>. There is a bin store with 6 skip-type bins (no access from inside the car park). The access is further down Station Road than the current car park entrance and has barriers across both in and out lanes.

The old station area, including the trackbed, is to be refurbished and landscaped (access to the lower part appears to be via steps only) and a formal path linking the old platform (and hence Railway Walk and Scenic Walk) to Station Road is incorporated, with dropped kerbs

<sup>1</sup> other documents give a total of 28, described as 'sheltered and secure' in the TA, but I found those 22 on most of the drawings; one drawing (North Elevation) labels the block of 8 (outside parking bays 55 & 56 on the plan above) as having 14, but there isn't room between the pillars, and under the next arch along parked cycles would block the door to the corridor into the parking area.



and a proposed pedestrian crossing. Double yellow lines are intended all along the site frontage from the single yellow line on Chandos Road to a point 10m past the new crossing.

The first and second floors are flats grouped around a service core; the central core has a lift, the eastern and western cores stairs only. Because of the slope, the entrance to the eastern core is at first floor level, the other two are at the ground floor level, otherwise the two floors are identical. A central corridor runs the length of the building, so all the flats are accessible throughout without a need to go outside. Each core has a linen store and laundry room, and each of the 6 flats on each floor has a communal kitchen with dining area for 6; there are no other common rooms, nor any bathrooms. There are 56 bedsits with en-suite shower/basin/toilet on each floor including 3 “accessible” rooms with a larger floorspace and a bigger shower-room. Ordinary rooms are 2.3m x 6.5m or 7m overall, and accessible rooms 3.5m x 6.5m overall. All have a single exterior window.

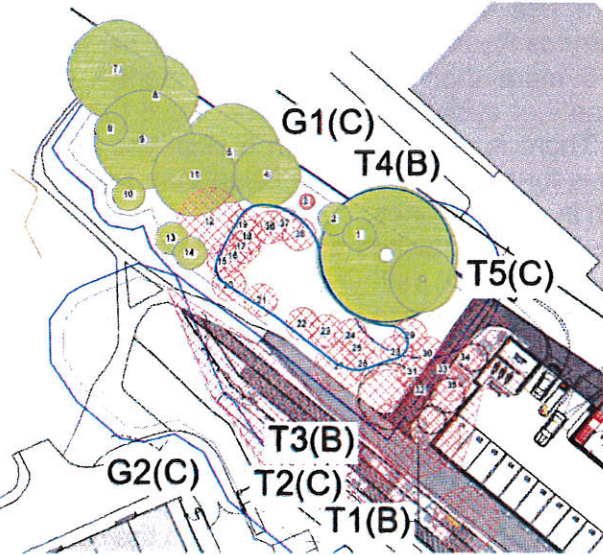
Flat 1: 9 bedsits      Flat 2: 9 bedsits      Flat 3: 10 bedsits (inc. 1 accessible room)  
 Flat 4: 10 bedsits (inc. 2 accessible rooms)      Flat 5: 9 bedsits      Flat 6: 9 bedsits  
 Flats 3 & 4 are adjacent to the central core with the lift, as are the 2 disabled parking bays  
 Total 56 bedsits x 2 floors = 112 bedsits.

The pitched roof is double, which reduces the height, and the central trough has solar panels in it. The ridge height is about 1m lower than that of the Chandos Road building, and approximately 1.6m higher than those of The Siding.



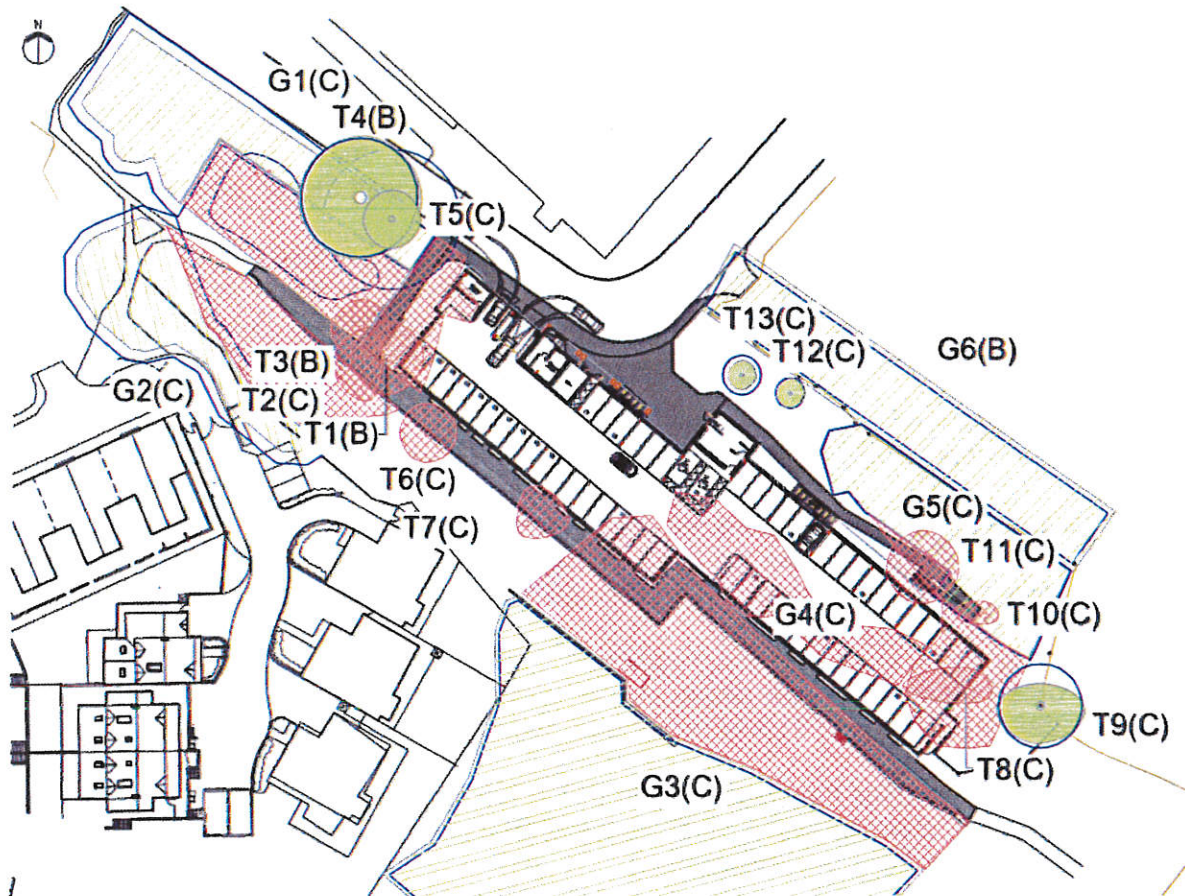
The view from Chandos Road

An attenuation basin is proposed in the woodland to the west of the car park, and this, together with the extension of the building to the east, will require the removal of a number of trees, many of which their report says are of poor quality due to neglect. The area is subject to a TPO (TP 5624, 1993). A number of new trees are included in the landscaping.



. Attenuation pond outlined in blue





(on both plans) Protected Trees to be retained are coloured green; trees to be removed by the red hatching. Solid red indicates a tree of little value unsuitable for retention

T = tree, G = group of trees; numbers are per their tree survey and do not relate to the TPO  
Letters in brackets are tree quality: A=High, B=Moderate, C=Low, U=unsuitable for retention

Protected Trees in red areas: T8 ash (T9 sycamore is close) and groups G1 (horsechestnuts, limes, sycamore, silver birch, willows and ash) & G2 (yews)

The station platforms will be renovated and the track area become a 'linear park' with boardwalk raised above ground level, benches and planting. Old-style station signs are to be included.

The Ecology Appraisal was carried out at the end of May and records a bat roost which will require licensed operators if affected by the works. The appraisal seems comprehensive, and notes that the proportion of the site occupied by hard surface car park reduces the variety of species.

The Flood Risk Assessment notes that the lower level trackbed traps much surface water runoff from the south, and the attenuation pond will take care of this. Apart from the pond on Railway Walk there is no other flood risk noted. The site itself is, of course, in Flood Zone 1, being well above river flood levels. The report concentrates on the site itself, which is above trackbed level and all the residential accommodation is on upper floors, but does note that landscaping the station area is proposed and warns that no works should be implemented that impede water flow in case the pond or groundwater springs overflow.

The Flood Events listed in the EA information do not include 2007, but this is irrelevant for this site anyway. There are no public water mains or sewers on the site. The SuDS system

will be built to adoptable standards, and the new pond will drain into the existing drain (which will require some realignment).

The building materials proposed are red/orange mixed brick, slate roofs. lead or zinc dormers, and windows designed to echo the Chandos Road Building and station architecture. A hit-and-miss brickwork pattern will be used to vent the car park level.

Ford Meadow will be used for car parking during building works. Parking in the new building will be by permit only, and resident students will not be able to obtain a permit except in exceptional circumstances. This will be in their tenancy agreement. A register of permits issued is included in the Travel Plan commitments, and permits will not be transferable.

#### Transport Assessment.

The figures for travel modes are based on a survey of staff and students carried out last autumn.

Students: Only 244 responses were received, representing about 20% of the student body. 2/3 of the 244 walk, cycle or use the bus, 2% 'other' means and the remainder arrive by car (this includes passenger numbers, so may include taxi users). 78% of responders live outside the town.

Staff: 243 responses were received, representing 77% of the total. 17% walk, none cycle, 2% use 'other' means and 76% arrive by car (this includes 3% as passengers) How the other 5% travel is not stated. 61% of responders live more than 5 miles from the town.

The bus service list omits the hourly X60 to Milton Keynes, but is otherwise accurate, if not always relevant. The bus timetables include the SMS and ATCO codes for every bus stop on the route (these give 'next bus' information).

The proximity of the site to the Hunter Street Campus, and the University's bus service which also calls at Verney Park, will encourage walking so there will be no increase in traffic except at each end of term when students are moving in or out, when special access to the car park will be organised. The University also has free locks and keys available to encourage cycling between sites. The permissive path to Railway Walk will be maintained, providing convenient access to Tesco (and the bike shop on the industrial estate).

KM

30/3/17



## BUCKINGHAM TOWN COUNCIL

## INTERIM COUNCIL MEETING

MONDAY 10<sup>th</sup> APRIL 2017

## Agenda Item no. 4

Contact Officer: Mrs K. McElligott  
01280 816426

**Amended Plans**

16/02641/APP Hamilton Precision Ltd., 10 Tingewick Road

Demolition of existing Class B2 warehouse and construction of 51 residential units with access and associated parking

Taylor French Developments & Hightown Housing Ass<sup>tn</sup>



Previous amended edition of this scheme (September 2016, relocation of electricity substation):



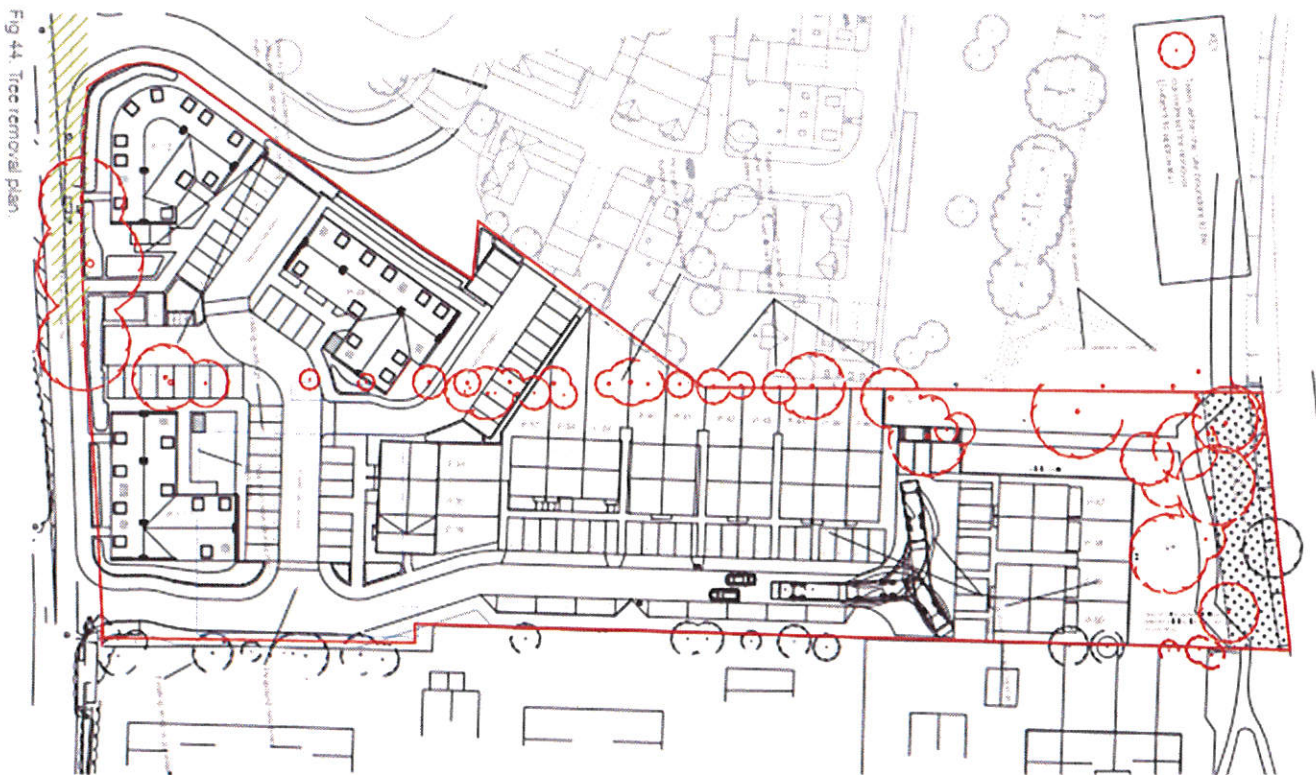
New edition of this scheme (March 2017): approximate orientation N →



There are 36 new documents on the website as at 30/3/17

In this iteration Members should note:

1. The number of dwellings has been reduced again, from 51 to 50; Affordable rented 15 x 2-bed flats + 3 x 3-bed houses (the terrace of 3 facing into the flats' parking court); Shared ownership 18 x 2-bed flats + 3 x 3-bed houses (the terrace of 3 at the start of the row facing the access road); 11 private sale houses (all at the rear of the site, with red roofs on the above plan). This equates to 36% Affordable. Each block of flats contains 33, 4 on the ground and first floor, 3 in the roof (with dormer windows).
2. Deletion of the double garage between the semidetached houses towards the rear of the scheme...
3. ... which, together with shortening the gardens of the houses backing on to the river, has permitted a larger area of open space, including a 9m wildlife buffer zone.
4. The turning head at the northern end of the road has been enlarged.
5. The substation moved to the Block B car park last September seems to have reverted to its site on the Tingewick Road frontage.
6. Fig. 44 & para 6.9.2 (D&A Statement) "The tree removal plan shown opposite fig.44, illustrates in red those trees of which will be removed to make way for residential development or those considered not viable to the site. The trees located in the middle of the site will be considered for removal. The inclusion of a riverwalk along the North boundary would discourage planting along the riverbank."



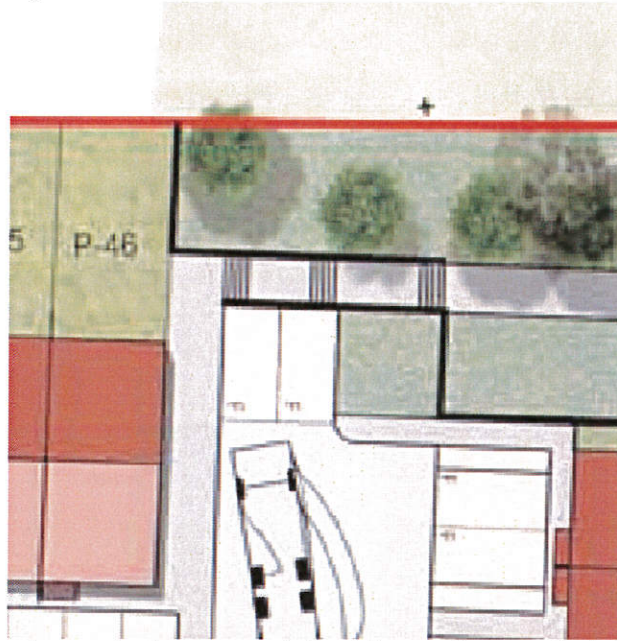
directly contradicts the March 2017 Planning Supporting Statement p12:

4.34 Policy DHE1 is a tree protection policy, all existing trees within the site are to be retained. Additional planting will be carried out within the site.

7. "8.0.8. Inclusive access benefits not only those with physical impairments but also benefits individuals with, sensory or learning impairments, older people, mental health system users/survivors, children, carers of young children, people with temporary impairments or simply encumbered with heavy luggage or shopping.  
8.0.9. Access will be inclusive with identified provision for a proportion of parking spaces to full mobility standards within the residential areas. The gradients of roads and footpaths and design of the public realm within the site will enable use by people in wheel chairs, those with impaired movement, or pushchairs."



A pity, then, that the pathway to the open space area and Riverside Walk (which gives access to the playground in Clarence Park) appears to involve three flights of steps between retaining walls (the heavy black lines)

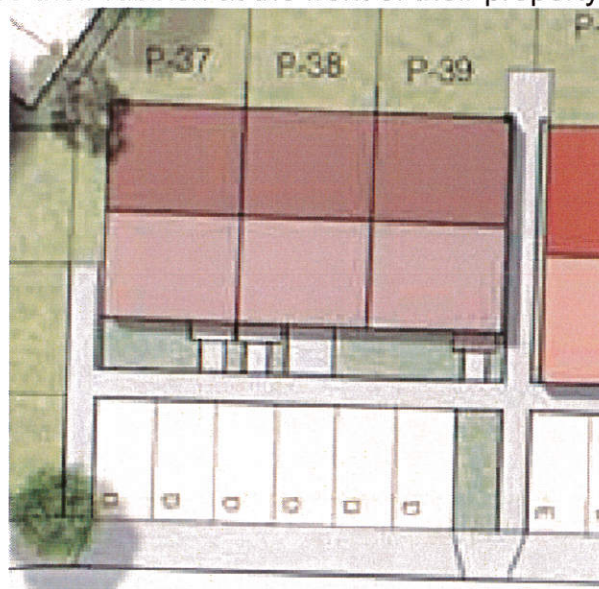


and the Riverside Walk is also noted as a sustainable cycling route into town (para 9.1.3).

8. Members have commented that the difficulty of bringing bins out from the rear of the terraces might lead to their being stored at the house front, and this is referenced in the Planning Supporting Statement, p15:

5.11 Concerns were raised about the mid terraced properties potentially storing bins to the front of their properties due to the distance they would have to bring their bins from their back gardens. To address this issue bin storage areas can be provided to the fronts of these two properties.

However the front elevation drawing for plots 37-39 shows no such structure, and the plan below may just be showing bins kept at the front – this needs to be clarified especially as the DAS para 11.0.2 states “Occupants of private and affordable dwellings are to keep their rubbish in the rear of their property in allocated bins provided by the local authority. On bin collection day, occupants are to place their rubbish at the front of their property”.



The D&A Statement, para 2.8.4, says “The need for pumping of foul drainage to existing sewers in Tingewick Road should be recognised in the layout of the site” and again in para 4.9.2. “The need for pumping of foul drainage to existing sewers into Tingewick Road should be recognised in the layout of the site, which will form part of the civils and drainage design prepared by Chiltern

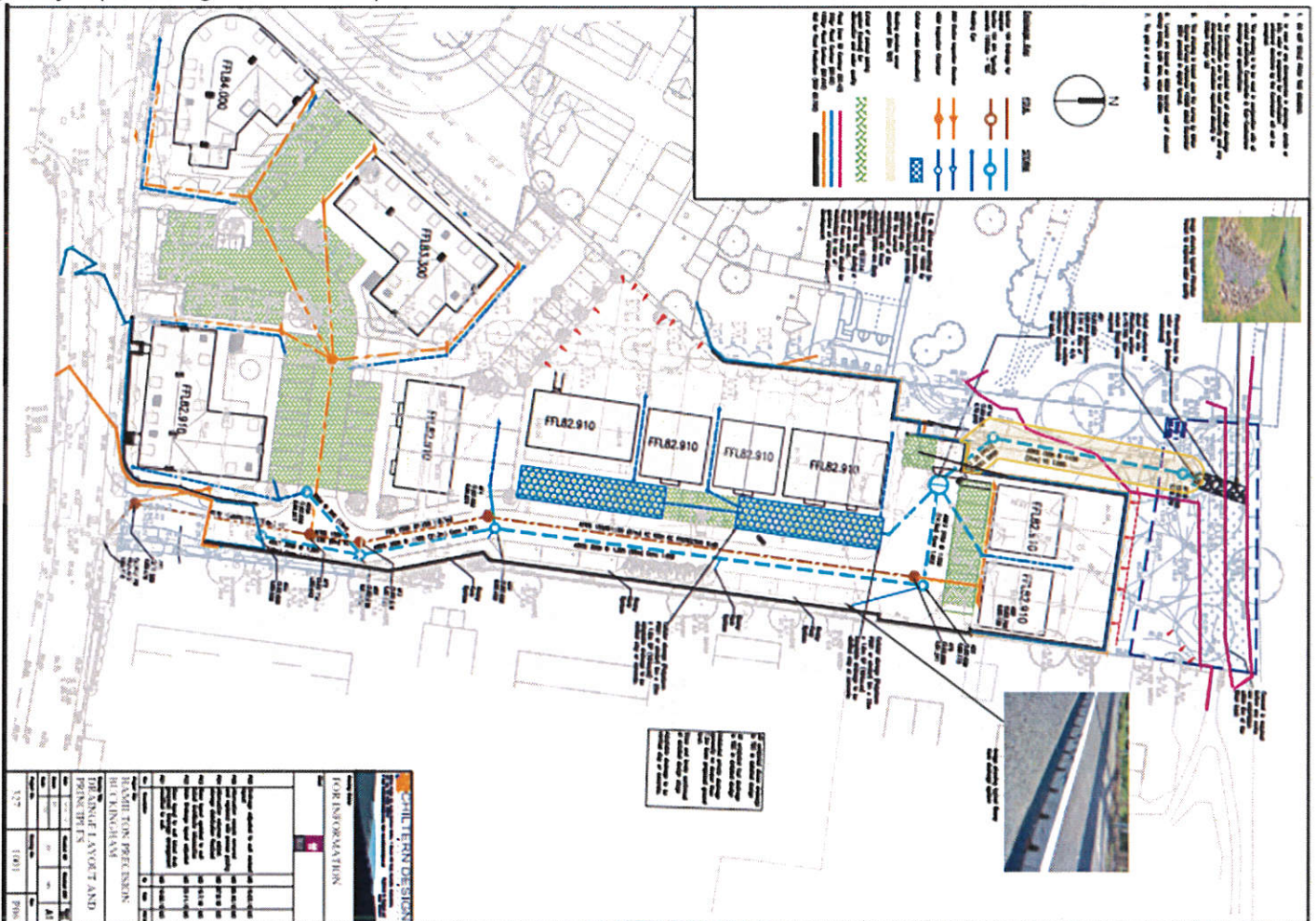


Design.” but there is no evidence of provision in the amended plans. The D&A Statement is undated but has been submitted as part of the new plans under the cover of CMIA Architecture. The Flood Risk Assessment also says (p12)

“4.5.2 The lower northern portion of the site will require a foul pump to pump up to the proposed gravity portion of the foul network on site, before discharging to the public foul sewer system located on Tingewick Road.”

9. Flood Risk Assessment: updated to 2017. Some areas of the site are to be reprofiled (thus deflecting floodwater elsewhere) and the housing protected with retaining walls (thick black lines on the plan below) and mitigation measures are introduced in the document:

“Flood Zone compensation will be required due to the displacement of modelled flood waters. This has been accommodated on a volume by volume/level by level basis within the southern and western garden areas of the site. No obstructions can be placed in this area to ensure that Flood Waters can flow freely. The site can accommodate a flood volume of 1792cu.m. The principles are depicted on drawings 327-1001, and 327-1003 and have been accepted by the Environment Agency.” (Drawing 1001 below).



10. The Drainage Statement (updated 2017 to take account of the reduced number of houses and new layout) states

### 2.3 SITE TOPOGRAPHY

2.3.1 Ground levels typically fall north-eastwards from the site highpoint bounding the Tingewick road at 84.27mAOD towards the site lowpoint at 80.27mAOD on the top of the bank of The River Great Ouse – the distance of which is approximately 200m.

and



### 3.3 FOUL WATER

- 3.3.1 Foul flows from the redevelopment will be directed into the existing 150mm diameter foul sewer system located within Tingewick Road (Subject to consent with AWU to connect under Section 106 or the Water Industries Act 1991). The upstream main foul infrastructure will be offered for adoption under Section 104 of the Water Industries Act. It should be noted that the system functions by gravity and not by any mechanical means.

and there is no other reference in the text to foul water disposal showing how these are to be reconciled.

Storm water is to be filtered via tanked porous paving to remove hydrocarbons and directed into the river via a non-return flap valve; there are 90 pages of calculated storm volumes. As storm water is currently discharged into the foul sewer, sending it to the river will leave capacity in the sewer system for the additional load.

Only parts of the two systems are to be adopted by Anglian Water. There is a complex and necessary maintenance system described, especially re keeping the 'linear drainage system' (essentially hollow perforated kerbs to the roadway) from silting up.

11. I have found no indication that the composition of the mound at the rear of the site has been analysed.
12. The design types of some of the sale houses have been changed:  
Plots 40 was 3-bed 2-storey, now 4-bed, 3-storey as Plots 41, 42 and 43; Plots 44–50 are now all like the style of the 4 which backed on to the river, 4-bed, 3-storey with a full width balcony at first floor rear. AVDC Affordable Housing are satisfied with the number of Affordable units, and suggest a mix of 75% rent and 25% shared ownership.
13. Despite our repeated comments, they are still maintaining that Tingewick Road is a bus route (illustrated with a double decker)

- 4.40 The amended application has retained all of the highway improvements listed above and is accompanied by a Transport Statement and Travel Plan which demonstrates the acceptability of the development in terms of access, parking and highway safety as well outlining methods to reduce private car use. The site is within walking distance of the town centre and Tingewick Road is a bus route. All of the facilities within Buckingham are within walking and cycling distance. Consequently the development is likely to be particularly attractive to non-car owners.

and

- 5.9 The Town Council also raised concerns regarding the lack of bus stops on the A421 and Tingewick Road. The Section 106 agreement for the 2014 scheme included a sum of £40,000 for bus stop improvements and traffic calming measures at the request of the Highways Authority. Any such requirements for bus stop improvements and traffic calming measures would be secured for the scheme through a S106 legal agreement.



The BTC concerns referred to were made in relation to the previous (2015) application: *p10, para 4.1, of the Transport Statement states "There are a further set of bus stops on the A421 to the south of the site which also provide access to routes X5, 131/132 and 133" – there are no bus stops whatever on the A421, as shown by their own isochrone diagram Fig 2.2 and the BCC bus route map at Appendix C, nor does the X5 stop anywhere but the High Street bus stand, which Fig. 2.2 shows as the same distance from the site as the "nearest bus stops" on the London Road – the bus stand is a much easier journey and gives access to more routes. Table 4.1, p11, of daytime bus frequencies shows 2 X5s and 2 X60s per day when a glance at the timetables reproduced in Appendix C shows many more (c30 each way per day). There is little recognition that access to the majority of services, from shops to schools, requires passage through the Town Hall (Castle St./West St.) junction – p18, 8e, states that there will be "little [or] no additional traffic movements from the proposal travelling through the Castle Street/West Street*



*junction". Contrary to the representation on the Street Scene drawing, there is no bus service along the Tingewick Road.*

There is little point 'improving' non-existent bus stops, and nowhere is there any indication that a new bus service is proposed (which would have to access the town centre via the extremely difficult junction at the Town Hall).

(NB: Since this comment was submitted the X5 also stops at Tesco, south of the bypass and thus further from the site than the town centre, so unlikely to modify transport mode to any great extent.)

The March 2017 Travel Plan also states (para 2.1) "There are a further set of bus stops on the A421 to the south of the site, which also provide access to routes X5, 131/132 and 133. Figure 2.1 shows the location of the bus routes in the vicinity." Reference to Fig 2.1 shows no bus stops at all on the bypass. The 'nearest' bus stop is 800m away on the London Road by Sainsbury's (where the X5 does not stop), and at the top of the same page it is stated that the town centre is 800m away.

14. The bus timetables in the Travel Plan are all 2014 or 2015 versions. The 2016 changes to the X5 and 60/X60 routes made quite a difference (especially with respect to the 2014 #60 service).

15.

### **Application history:**

14/03450/APP

Demolition of existing B2 warehouse and construction of 59 dwellings with access and associated parking.

Appeal - Non Determination; Appeal dismissed

15/02953/APP

Demolition of existing Class B2 warehouse and construction of 54 dwellings with access and associated parking (amendment to planning application 14/03450/APP currently under appeal status)

Application Withdrawn

16/02641/APP

Demolition of existing Class B2 warehouse and construction of 51 residential units with access and associated parking

Pending Consideration

Members' responses do far have been as follows:

#### **(Full Council 15/8/16) OPPOSE and ATTEND**

Members debated the merits of the development and agreed that, in principle, this development should take place as it offered an attractive level of affordable housing and Taylor French Developments had a proven track record of developing brownfield sites. However, they were in agreement that the application was (once again) flawed and inaccurate and felt that it did little to address their comments from the previous application.

The application raised the following key concerns from members:

Key documents such as the Flood Assessment, Travel Plan and Tree Survey contain inaccuracies uncorrected from previous applications, which does not engender confidence.

BNDP Policy I4 states that "development will not be permitted on Flood Zone 2 or 3 unless National Planning Policy Framework conditions are met" – no evidence of this was provided; the applicants deny the accuracy of the EA data and do not relate their postulated flood depths to the EA zones. Members with extensive local knowledge of flooding in this area put little credence in their consultants' FRA, which was in places vaguely worded, ascribed the 2007 flood to mismanagement or a burst rather than the simple overtopping of the banks due to excessive rain, and remained convinced the river flowed east to west. There are no flood mitigation measures provided, and no details of how the sewage from the northern end of the site will be pumped up to the level of the public sewer in Tingewick Road, and what would happen if the pump failed.

The traffic plan talks of only 17 extra morning and 22 extra evening movements in and out of the development of 51 dwellings. This presumes that only 25% of the estimated 150 residents will be driving to work, school or the shops. Very little public open space, other than verges, parking and the riverbank, and no play area provided; the applicants suggest that children could use the neighbouring estate's play area. The habitat survey was carried out between September and March, so is unlikely to take into account birds, bats and hibernating species, many of which may have moved in after being disturbed by the adjacent Clarence Park riverbank clearance. Highways issues in relation to the proposed exit of the site on to the Tingewick Road which would create a cross roads with the proposed exit from the university development opposite and create 7 entrances/exits on to Tingewick Road in the space of approximately 100 metres.

#### Minor Amendments (Planning 12/9/16)

*Minor amendments: change to "Street scene" from Tingewick Road, showing deletion of existing electricity substation and new site plan showing its replacement adjacent to the western site boundary on two Block B parking places; two parking places are provided on the previous site of the substation.*

*The street scene drawing has 5 examples of Buckingham architecture referenced in the building designs.*

Members expressed concern that the new site for the substation would prevent the re-location of the access via Foundry Drive on Clarence Park.

Members also sought clarification on the actual total of affordable housing to be provided (the Design and Access Statement only mentions 18; the developer presentation stated 41) and whether the mix of types accords with AVDC policy.

#### Amended Plans (Full Council 3/10/16; Report BTC/32/16 gives full details of changes)

*Amended Plans & Additional Information had been received as follows:*

- 1. Response to objections*
- 2. Drainage Statement (August 2016)*
- 3. Existing Tree report*
- 4. Flood Risk Assessment*
- 5. Habitat and Protected Species Report*
- 6. BCC Surface water drainage pro-forma for new developments and drawings of*
- 7. Proposed site layout*
- 8. Proposed street elevation*
- 9. Catchment comparison between existing impermeable area (factory and carpark) and proposed (housing, roads and carparks)*
- 10. Existing drainage arrangement*
- 11. Drainage Layout and Principles*
- 12. Existing Flood Zone Extents (flood level of 82.080 AOD)*
- 13. Flood Zone compensation sections*
- 14. Proposed site level principles and Proposed flood zone extents*
- 15. Typical Hydrobrake and attenuation detail*

Further to their previous comments, none of which have been modified, Members have added:

The Environment Agency objects to the current scheme, which supports local opinion on flooding and drainage of this site.

The applicant's consultant ecologist does not support a riverside buffer/wildlife corridor contrary to the comments of the AVDC biodiversity staff on this and the site immediately to the west (Clarence Park:14/02513/ADP), and the expressed wish in the BNDP for a continuation of the Riverside Walk to link Fishers Field with Clarence Park.

It is not clear how sewage from the lowest part of the site is to arrive at the Tingewick Road main 'under gravity', as the previously mooted pump has been deleted.

#### Minor Amended Plans (Planning 28/11/16)

*Additional information: Planning response from BCC Highways; Planning Response from BCC SuDS officer;*

*Response from AVDC Ecologist; Existing and Proposed flood zone extents; Environment Agency response*  
*A resident of Fishers Field had also asked that his comments on the application be drawn to Members' attention.*

Members found no reason to revise their original response to this application, noting that the EA had stated that it was unable to withdraw its objections and the BCC SuDS officer had withdrawn her opposition subject to conditions about the surface water drainage, the need for a pump, and the maintenance of the system being met; plans for these matters had been requested in her previous response, but not yet submitted.

Members also commended the BioDiversity Officer, Paul Holton, for his insistence on the 9m riverbank wildlife buffer in his response, which they fully supported.

KM

30/3/17