



BUCKINGHAM TOWN COUNCIL

TOWN COUNCIL OFFICES, CORNWALLS MEADOW,
BUCKINGHAM. MK18 1RP

Telephone/Fax: (01280) 816 426

Email: office@buckingham-tc.gov.uk
www.buckingham-tc.gov.uk

Town Clerk: Mr P. Hodson

Wednesday, 30 January 2019

Councillor,

You are summoned to an Extra-ordinary meeting of the Full Council of Buckingham Town Council to be held on **Monday 4th February 2019** at 7pm in the Town Council Chamber, Cornwall's Meadow, Buckingham.

Mr P. Hodson
Town Clerk

Please note that the Extra-ordinary Full Council meeting will be preceded by Public Session lasting for a maximum of 15 minutes, in accordance with Standing Order 3.f.

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. MAJOR PLANNING APPLICATION

19/00148/AOP

Land Off Osier Way South Of A421 And East Of Gawcott Road

Outline Planning Application (with all matters other than means of access reserved) for a residential development of up to 420 dwellings (including affordable housing), and associated infrastructure including provision of open space (including formal playspace); car parking; new pedestrian and cycle linkages; landscaping and drainage works (to include SuDS attenuation) and two new accesses off Osier Way and one new access off Gawcott Road.

Includes demolition of the existing pigsty.

BTC/80/18

4. MAJOR PLANNING APPLICATION – AMENDED PLANS

17/04668/ADP

Land North Of A421 Tingewick Road

Approval of the reserved matters details of the external appearance of the buildings, the landscaping of the site, layout and scale for each phase or part of the development together with discharge of conditions 2 (phasing) and 6 (design code) pursuant to outline permission 15/01218/AOP for consideration of means of access to provide up to 400 Residential Dwellings (including Affordable Housing), Open Space including Play Areas and sports and related

Buckingham



Twinned with Mouvaux, France



Members are reminded to declare any prejudicial interest as soon as it becomes apparent

recreation facilities, Landscaping, New Vehicular and Pedestrian Accesses, Engineering (including Ground Modelling) Works, Infrastructure Works (including Drainage Works and Utilities Provision) and Demolition (including Site Reclamation), Car Parking and Lighting. **BTC/81/18**

5. AMENDMENTS AND COMMENTS ON A MAJOR APPLICATION

18/04290/APP

West End Farm, Brackley Rd, MK18 1JA

Variation of Condition 2 of planning permission 16/00847/APP to vary wording, description and plan numbers

Brio Retirement Living Holdings

New material, for information:

Email sent to planning officer addressing points made in BTC response

Appendix A

Amended drawings:

(The comparative site plan with the added parking figures was put before Planning on 21/1/19 and noted)

Block 3 ground floor: door from exterior to stairwell marked 'eradicated' on original plan has been reinstated

Block 4 ground floor: kitchen and bathroom fittings added to previously blank areas

Block 4 first floor: plan amended to show doors to Juliette balconies opening inwards instead of outwards

Block 7 top floor: plan amended to show stairwells and lifts (previously omitted)

To: All Councillors

BUCKINGHAM TOWN COUNCIL
PLANNING COMMITTEE
MONDAY 4TH FEBRUARY 2018

Agenda No. 3

Contact Officer: Mrs. K. McElligott

MAJOR PLANNING APPLICATION

19/00148/AOP

Land off Osier Way South of A421 and East of Gawcott Road

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Wates Development Ltd.

Please note that at time of agenda issue I did not have original drawings, only A4 & A3 copies.



Illustrative Masterplan

Key Aspects of the Illustrative Masterplan

- 1 Higher density development located in northern quadrant of site reflecting transition from country to town
- 2 Drainage features provide large amenity space in heart of development with homes facing towards and overlooking these open spaces
- 3 Smaller 'doorstop' greens provided throughout the development
- 4 Lower density detached housing facing Gawcott Road, maintaining the existing character
 - Detached family housing facing southern boundary with green corridors following natural topography creating an appropriate transition to the rural edge.
 - Main vehicle access from new junction with Osier Way
 - Secondary vehicle access to southern phase taken from Osier Way
 - Pedestrian / Cycle link from northern site to Osier Way
 - Existing woodland and pond expanded and enhanced with informal footpath link between southern and northern sites
- 1 Properties distanced to mitigate impact on existing homes on Gawcott Road
- 11 Focal green space at point where key streets converge
- 12 Existing woodland areas in southern site retained and enhanced
- 13 New Pedestrian Cycle links to new crossing at the A421
- 14 New Equipped Play Areas

Background

Wates made a presentation to Full Council on 20th November 2017 and then asked to do so with their revised plan in October 2018; due to the short notice a speech in the Public Session before the 8th October Planning meeting was offered and accepted. Members comments were minuted as follows:

Cllr.. Hirons stated that AVDC Vale of Aylesbury Plan had not been formally adopted and therefore the Buckingham Neighbourhood Development Plan carries maximum weight at the moment.

Cllr.Cole asked Wates to arrange a second public consultation and advertise well in advance to allow residents sufficient notice to attend. *{This was agreed and took place at Embleton Way Scout Hall}*.

Cllr. O'Donoghue expressed concern that Wates had chosen a venue (Villiers Hotel) that was not DDA compliant.

Cllr. Smith asked where Wates believed all of the new residents would work and Wates explained there were a number of industrial buildings close to the site and many within the local area.

Cllr. Hirons asked what percentage of affordable housing they were proposing, adding that Buckingham Town Council was unlikely to look favourably on any application with affordable housing allocation below 35%. Wates confirmed they would comply with the most recently adopted local plan.

Cllr. Ralph expressed concern that there appeared to be no safe pedestrian access across the A421, posing a serious issue for residents wanting to cross the bypass to walk to school or the town centre. Wates confirmed there would be plans for a Toucan crossing across the A421 from Gawcott Fields to Embleton Way.

Site description

The site backs onto the existing Gawcott Fields houses to the west and lies along the bypass and south side of Osier Way on the north, and its other two boundaries are fields. Some of the documents indicate that the study/report was carried out over a much larger area so these fields may be intended as Phase II. The site slopes upwards to the NW and SE from a small dip in the central woodland area.

Because it is intended to retain much of the existing wooded area the housing density is low – c 18dph or half that of the Triangle – and the housing is divided into two main blocks – the north-western end of the site and the south-eastern end of the site separated by the woodland between them; there are also trees and hedgerows round the southern site. There is a stream in the osier beds along the edge of the industrial area. Access is intended from Osier Way via an offset crossroads by PureGym, and another from Gawcott Road, for the larger area [*referred to as 'Western' for convenience*] and a minor access further down opposite the spice factory for the smaller part [*'Eastern'*]; there is no connecting road between the two parts. This is an Outline Application, so there is no detail of housing design, or numbers of each size. However the breakdown used for VALP will give a rough indication. 35% of 420 gives 147 Affordable Houses, and 38% of that is 56, just as a guideline; 4% of the remainder is 11, 52% 142 and 6.5% 18 (rounded to the nearest whole number). The documents say 25% AH, but that is the VALP figure, not yet in force. Different figures were used to base the energy strategy on in the sustainability document, but these were assumptions in order to base the calculations on.

Market Housing		
Flats	1 bedroom	4%
	2 bedrooms	4%
Houses	2 bedrooms	13%
	3 bedrooms	52%
	4 bedrooms	21%
	5+ bedrooms	6.5%
Affordable Housing		
Flats	1 bedroom	9%
	2 bedrooms	6%
Houses	2 bedrooms	38%
	3 bedrooms	38%
	4 bedrooms	9%

The site has been zoned into different 'typologies'

Gawcott Edge – backing onto the existing housing (mainly garden to garden to give maximum separation); detached and semi-detached up to 2½ storeys with garages; small number actually on Gawcott Road infilling gap between existing housing and new access, in line with existing housing, and new footpath provided across the current gap. No on-street parking.

Rural Edge – Western, facing the fields; 4/5+ bed detached houses up to 2½ storeys with garages, play area on field side of access road. No on-street parking.

Green Streets – principal Eastern housing area; 2/3/4 bed semi-detached and terrace houses up to 3 storeys, drive and on-street parking. Some Shared Surface roads.

Woodland Edge – three distinct areas, one in Western to west of main access on site boundary, two in Eastern, one facing the central woodland belt, one at the field end; 3/4/5

bed detached and semi-detached up to 2½ storeys with garages and private drives. No on-street parking

Entrance Gateway – Western, along main access; 3/4 bed semi-detached houses up to 2½ storeys with garages to north, attenuation basin/public open space and woodland belt to the south. No on-street parking.

Mews Courts - 6 small cluster areas, 4 in Western, 2 in Eastern; 2/3 bed terraced and semi-detached houses up to 3 storeys, courtyard parking, Shared Surface roads.

Lenborough Meadows – main Western housing area; 3/4/5 bed detached and semi-detached up to 2½ storeys with garages; large green space though middle retaining existing hedgerows and containing a detention basin. No on-street parking.

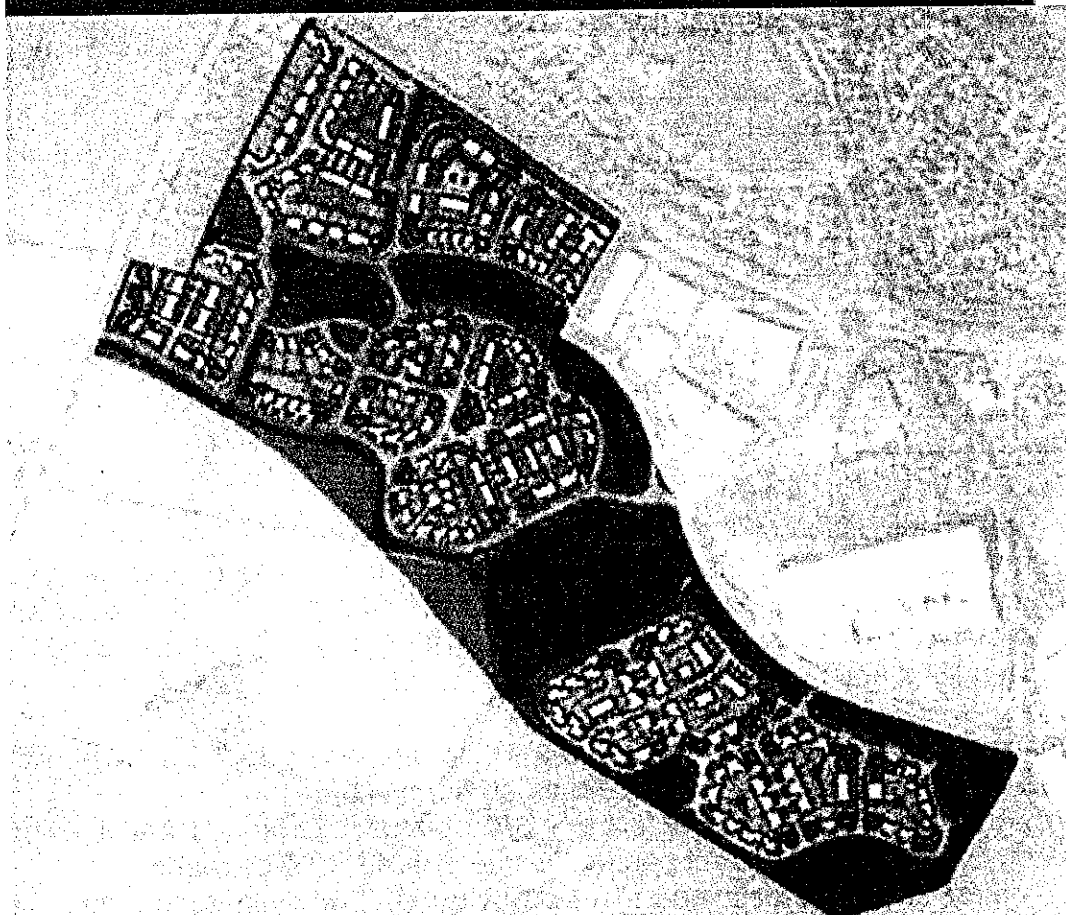
Urban Edge – facing the bypass; semi-detached houses and flats up to 3 storeys; parking courts. Bund and tree belt along the bypass retained, and existing hedgerow.

Focal Buildings

It is envisaged that the use of focal buildings would be employed throughout the proposed development at key junctions, strategic nodes and vista points.

The positioning of these key buildings will work in conjunction with the associated surrounding landscaping and surface treatments to provide additional structure and definition to potential character areas as well as serving to improve legibility and wayfinding.

These focal buildings could potentially be designed to take on slightly different elevational treatments and material finishes from the rest of the development to help frame important routes and views and enforce their importance within the streetscene.



'Focal Buildings' in red. Differences must be more than 'slight' to aid navigation round the street network

Framework Travel Plan

Much emphasis is placed on walking and cycling links and residents using these to get to work, leisure facilities and shops, rather less on the effect of so many extra residents on the road network, particularly in the town centre. *It is simply not possible to do a weekly family shop by bicycle or on foot, however short the distance, and though a diversion of the nearest bus services (the 18, 132 and 133 routes serve Embleton Way) via the estate is proposed – together with a stop for the X5 on the bypass – this will be impractical for people with normal working hours:*

The 18 does a loop round Embleton Way on its way into Buckingham at 9.26 and 11.26, and back from Buckingham at 12.11 and 14.11 on its way to Tesco and villages to Bicester (Monday – Friday only).

The 132 calls at Embleton Way on its way into Buckingham via Tesco at 7.27 and 14.39 Monday-Friday and 8.15, 9.35, 12.14 and 13.53 on Saturdays, and back from Buckingham via Tesco at 9.53 and 17.35 (Monday-Friday) 10.18, 13.56 and 16.41 on Saturdays on its way to Brackley.

*The 133 calls at Embleton Way on its way into Buckingham via Tesco at 9.25 and back via Tesco at 12.12 on its way to Water Stratford **on Tuesdays only.***

The document does not really address car use, particularly into Buckingham, given that the shortest routes will be via Gawcott Road/Mitre Street/Town Hall junction or London Road/Bridge Street/Town Hall junction. A large proportion of the residents will be in employment – perhaps 600 or more – and it is difficult to see that all their places of work can be within walking or cycling distance. Even though all homes will have roomspace and connections for working from home, by how much will this cut down the out-commuting? The nearest primary schools are also a good walk away and the parent-car problems at Lace Hill and George Grenville are already serious.

I have quibbles about the walking journey times quoted (derived from Google Maps) in Table 3.3 on p16: 23 minutes to Lace Hill Academy and only 25 to Bourton Meadow? There is no mention of the school in Gawcott (19minutes) being only for juniors (the infants is in Tingewick); Innov 8 is included in Employment destinations and Verney Park in Leisure; an unidentified GP surgery is presumably Verney Close as North End is also listed (2 minutes further).

Road hierarchy (see map on p7):

Main spine road: 6.0m wide carriageway with footways - may not be enough for buses

Primary Streets: minimum 5.5m with footways each side

Secondary Streets: 5.0m shared surfaces with service margins designed to enable access for refuse vehicles

Private Drives/Mews narrower shared surface areas where refuse vehicles do not need to enter.

As usual, there will be a Travel Plan and a Travel Plan Co-ordinator whose aim will be to reduce car travel and encourage car sharing and use of public transport, cycling and

walking. The job will include liaising with local cycle shops for discounts or promotions to encourage residents to buy a bike. [I have to take mine to Bicester for servicing, so the practicability of this is doubtful]. The 'modal split' of journeys to work is the Aylesbury Vale one based on the 2011 census which includes 3% by train or underground – all these journeys for this site will necessarily overlap with another category, whether car or bus; however actual surveys are proposed to obtain more directly applicable figures.

It is proposed to 'improve' the bridleway between Osier Way and London Road to allow its use by pedestrians and cyclists – which may not suit the horses.

Flood Risk Assessment

Obviously this site will not flood from the river, but the ground conditions would allow potential flooding from serious rainfall events which the stream cannot carry away immediately. The following are proposed:

5.1.1 (p13)

- Some of the development cells adjacent to the ordinary watercourses required finished floor levels higher than existing ground levels. For modelling purposes, the development cells potentially affected by flooding from the ordinary watercourses were raised by 450 mm.
- Raised crests were required to protect areas adjacent to the ordinary watercourses envisaged for surface water management. For modelling purposes, the crests are 0.5 to 1.0 m high.
- The west watercourse's main channel must be formalized along the existing earth bund between the development site and the Swan Business Park. For modelling purposes, the formalized channel is 2.0 m wide and 1.0 m deep.
- The proposed development required additional culverts under proposed roads crossing the ordinary watercourses. For modelling purposes, the proposed culverts are 675 mm circular concrete pipes.

And (5.1.5)

- Establishment of a floodable area for the west watercourse on the fields upstream of the site.
- Improvement / widening of the west watercourse's main channel through the site, including hydraulic structures.

There are to be 5 attenuation basins (green on the map below) to hold stormwater and let it out slowly at greenfield rates. There is already a pond on the site, and one just outside it, and plenty landscaped areas to accommodate these.

Utilities

Gas – sufficient capacity and 3 viable connection points, 2 of which will require reinforcement; no gas infrastructure on site to be diverted.

Electricity – response awaited at time of writing report; Western Power will have to dismantle overhead power lines and replace with underground cables. There is a 3-month lead time for shut down and a 5m easement clear of any infrastructure (except highways) will need to be in place before detailed planning can take place.

Water – insufficient capacity at present, offsite reinforcement required. An underground pipe passes under the site from Gawcott Plant Nursery to Osier Way and will have to be diverted. BT - no BT infrastructure passes through the site, but there are overhead lines along the bypass and Gawcott Road, and underground cables in the industrial area. BT will not start on a detailed proposal until planning permission is obtained.

PRIMARY ACCESS AND
LINK ROUTE

SECONDARY ACCESS

SECONDARY ROADS

SECONDARY ROADS /
PRIVATE DRIVES

PEDESTRIAN / CYCLE
LINKS

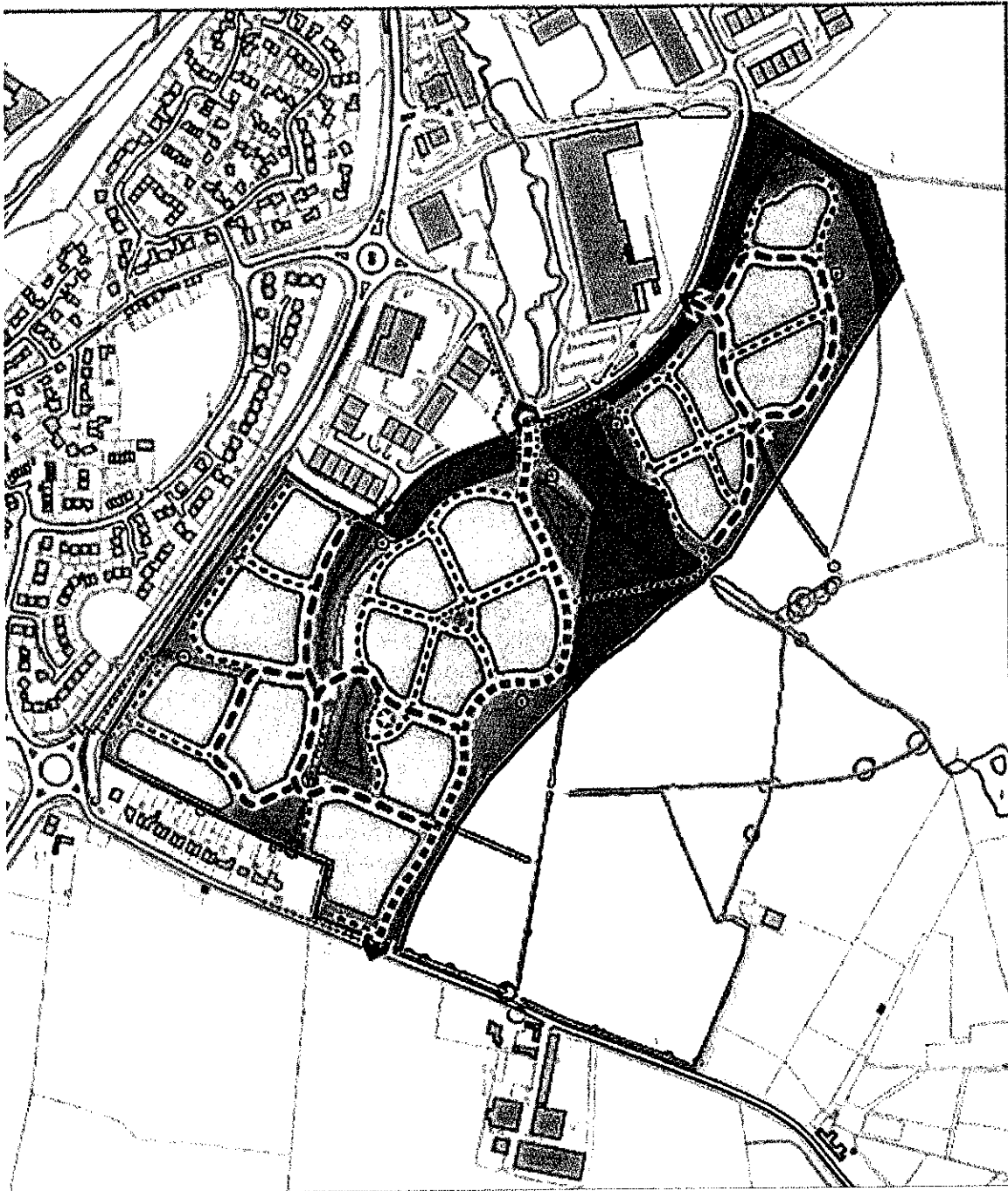
DEVELOPMENT CELLS

WOODLAND

DETENTION BASIN

EQUIPPED PLAY AREA

INFORMAL PLAY AREA



Trees

"S2. Our assessment of the impacts on trees concludes that no veteran or ancient trees, no category 'A' trees, and no trees of high landscape or biodiversity value are to be removed. None of the main arboricultural features of the site are to be removed entirely, although small sections of five of these features will be removed to facilitate access and drainage features. The proposed removal of individuals and groups of trees will represent a very minor alteration to the main arboricultural features of the site, and would not have a significant adverse impact on the arboricultural character and appearance of the local landscape"

Six trees will have to be removed, none of Category A, because they are in the footprint of buildings or roads, or their roots will be too close for safety: a category B Ash on the Gawcott Road boundary and three category C trees – all young specimens, two more ash and a field maple; 2 category U white willows which aren't worth keeping and should be removed anyway; and a leylandii hedge on the western boundary. Three trees are currently close to hard standing which will affect their root areas which needs to be dealt with by redesigning at the ADP stage. Some of the hedges will have part removed to allow accesses etc; the ecologist has said that these new gaps will not be big enough to affect the wildlife. There will be replacement planting.

The ecological appraisal has found evidence of otters around the stream, dormice, grass snakes and bats amongst the regular farmland species.

There is also a Sustainability and Energy Statement, which deals with the feasibility of various forms of alternative energy amongst other things, and a Heritage Statement which is the only document to acknowledge Gawcott to any great extent.

The following concerns & responses are reproduced from the Design Statement:

Consultation feedback (36 replies received):

1	Concerns raised during public exhibitions with the relationship and proximity between new dwellings and existing properties located on Gawcott Road.	Illustrative plans have been amended to increase distancing and ensure that where there is publicly accessible land backing onto existing back gardens, it is overlooked. Additionally a new 5m planted buffer will be provided between the new and existing houses
2	Concerns raised during public exhibitions with the positioning and density of 3 Storey apartment blocks in the north-west corner of the site as shown in illustrative Masterplan	Number of overall apartments sitewide reduced with remaining apartment blocks moved to areas located further from existing residential properties
3	Concerns raised during pre-application consultations regarding treatment of the southern boundary and the sensitive interface with rural areas to south.	Southern boundary and adjacent road redesigned on Illustrative Masterplan to create a more natural boundary treatment appropriate to the location and context.
4	Concerns raised during public exhibitions surrounding potential uniformity of new development and potential for inappropriateness in terms of form within the context of Buckingham.	Illustrative Masterplan amended to provide more visual interest with increased variation in building layout and form with curved buildings and key focal buildings based upon the existing urban grain of Buckingham

5	Concerns raised by local residents during consultation period regarding unregulated traffic speeds along Gawcott Road on the approach to Buckingham from Gawcott Village	Introduction of new traffic calming measures including a new Gateway Feature located south of the Gawcott Road access.
6	Concerns raised regarding the existing practice of on-street parking near the primary vehicle access on Osier Way	Existing on-street parking to be re-provided in a 13 space Lay-by located within the site boundary.
7	Concerns raised that internal roads within the site could potentially be used as a rat-run between the A421 and Gawcott Road.	Internal roads and curvatures within the site will utilise controlled speed measures and will be designed specifically to provide a maximum level of permeability whilst preventing rat-running from external traffic flows
8	Concerns raised over whether a new development would have adequate parking provision and cycle storage.	The Illustrative Masterplan has been designed to be fully compliant with Buckinghamshire County Council parking standards and recommendations as laid out in Buckinghamshire Countywide Parking Guidance, Sept 2015
9	Feedback from stakeholders obtained during the consultation period shows that consultees would like to see improvements to existing rights of way and existing footpaths and cycle routes in the locality	Full consideration has been given to the improvement of existing pedestrian and cycle routes
10	Feedback from stakeholders obtained during the consultation period shows that consultees would prefer to see a traditional approach to residential development with a mix of accommodation that reflects and meets local needs.	The Illustrative Masterplan assumes a traditional approach appropriate to the location with a mix of accommodation based upon the Buckinghamshire HEDNA (Housing and Economic Development Needs Assessment) 2017.

KM 29/1/19

BUCKINGHAM TOWN COUNCIL
PLANNING COMMITTEE
MONDAY 4TH FEBRUARY 2018

Agenda No. 4**Contact Officer: Mrs. K. McElligott****MAJOR PLANNING APPLICATION**

17/04668/ADP Land north of A421 Tingewick Road [*actually Land north of A421 and both sides of Tingewick Road*]

Approval of the details of the external appearance of the buildings, the landscaping of the site, layout and scale for each phase or part of the development together with discharge of conditions 2 (phasing) and 6 (design code)

BDW North Thames

Previous reports:

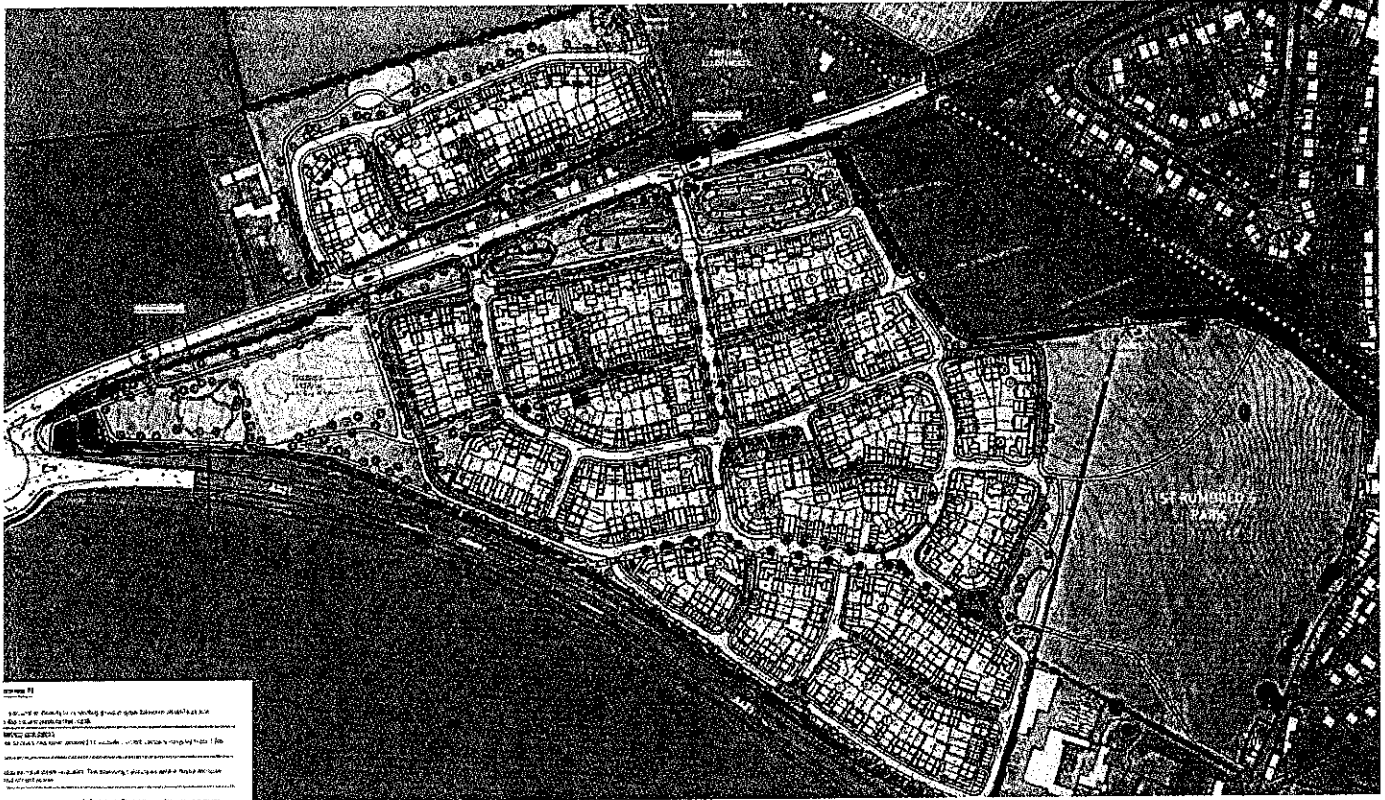
BTC/51/17	22 nd January 2018	Full Council
BTC/68/17	19 th February 2018	Interim Council
BTC/86/17	9 th April 2018	Interim Council
BTC/24/18	23 rd July 2018	Interim Council
BTC/25/18 addendum	} 13 th August 2018	Full Council
BTC/35/18		
BTC/54/18	19 th November 2018	Full Council

Amended Documents

1. Site Layout Rev. Y (single sheet with key + 2 sheets at larger scale for East and West of the site respectively)
2. Affordable Housing Plan Rev H
3. Public Open Space Plan Rev F
4. Design Code Rev K
5. Street Scenes Rev D (Street 01, Northern Edge, Southern Edge)
6. Street Scenes Rev D (Tingewick Road looking S, The Avenue, houses fronting park)
7. Materials Plan Rev E
8. Building Heights Rev E
9. Site Location Plane Rev A
10. Parking Strategy Plan Rev F
11. 42 x house types plans and elevations Rev A
12. 3 x apartment blocks plans & elevations (5 drawings – 2 Rev B, 3 Rev C)
13. 4 x garage drawings Rev A
14. Enclosure Details Rev A

Numbers 1, 4, 5 & 6 have been supplied on paper by Pegasus and will be available in the Chamber.

Nos 11, 12, 13 & 14 have not been reviewed for changes due to pressure of time



The Site Layout has a list of changes as follows; examples of each follow:

LAYOUT REVISIONS [Revision Y]

- (A) NORTHERN PARCEL:**
The northern edge has been reduced in density to providing greater gaps between dwellings and allowing views through from the countryside to the north.

- (B) BUCKINGHAM INSPIRED CURVED BUILDINGS:**
A number of dwellings in focal spaces has been adapted to include curved corners ranging from 1.5m radii to 5 and 6m radii.

- (C) CONTINUOUS BUILT FORM:**
Additional terraces in focal spaces have been included. The dwelling typologies within these terraces vary to create a more animated street scene.

- (D) ST RUMBOLDS PARK EDGE:**
Gaps between dwellings have been created along the St Rumbolds Park edge to allow views between dwellings.

- (E) DWELLING TYPOLOGIES:**
Additional dwellings types (Hurst and Milfield) have been included to create a more varied street scene and parking arrangement.

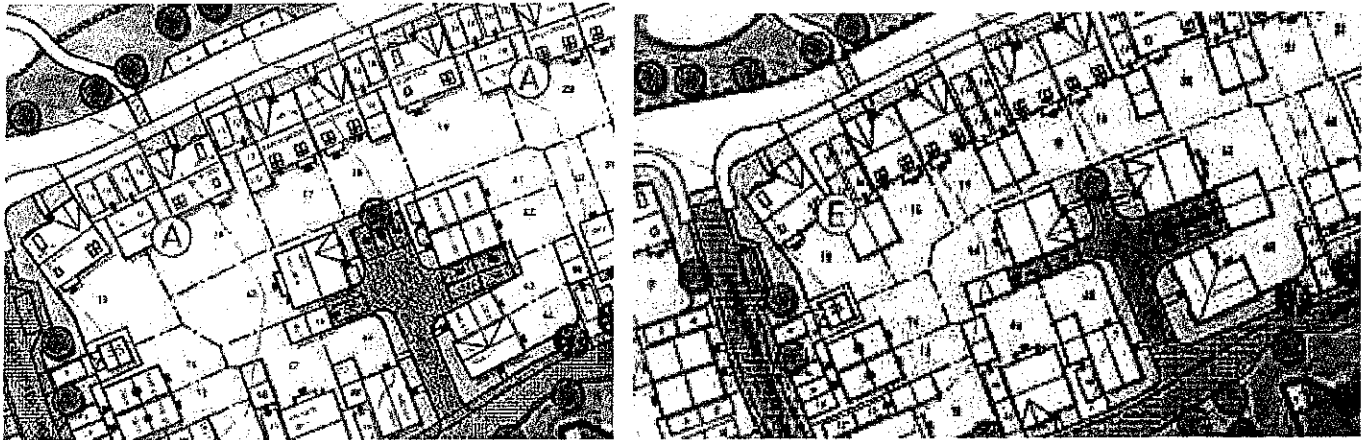
- (F) STEPPED SEMI-DETACHED UNITS:**
Semi-detached units have been plot subbed throughout the layout to avoid awkward stepping of units where the steep levels dictate.

- (G) PEDESTRIAN FOOTPATH LINKS:**
Additional footpath links have been included on important desire lines to the roundabout to the west and to Tingewick Road.

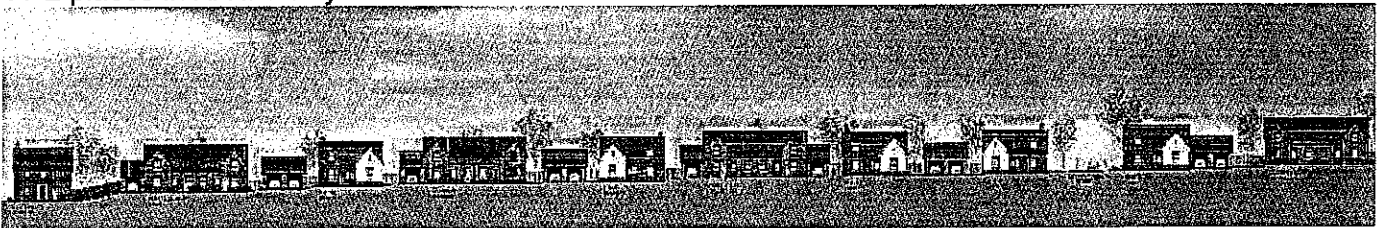
- (H) FUTURE VEHICULAR LINKS:**
Potential vehicular link shown to the eastern boundary

- (I) CENTRAL FOCAL SPACE:**
Central focal space revised to create a more simplified space through the use of surface materials and tree planting.

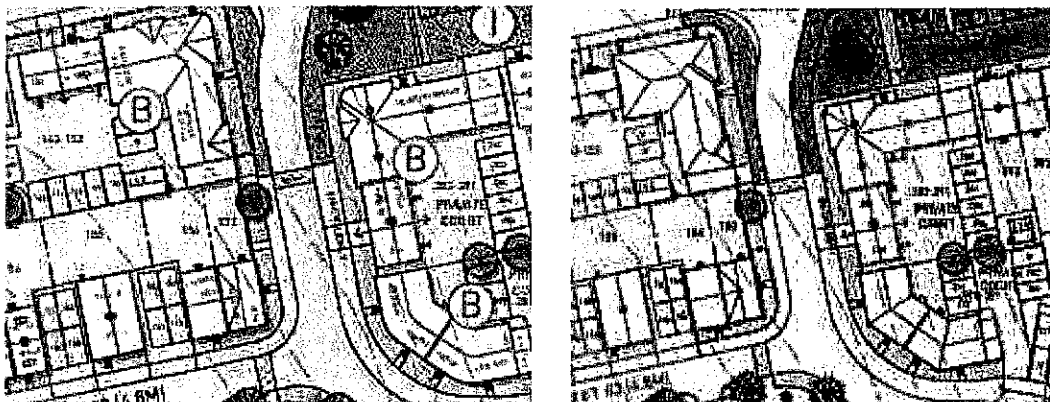
New version on left, older version (Rev V October 2018) on right. Ignore circled letters on older drawing.



A 2 places in Area 1 only



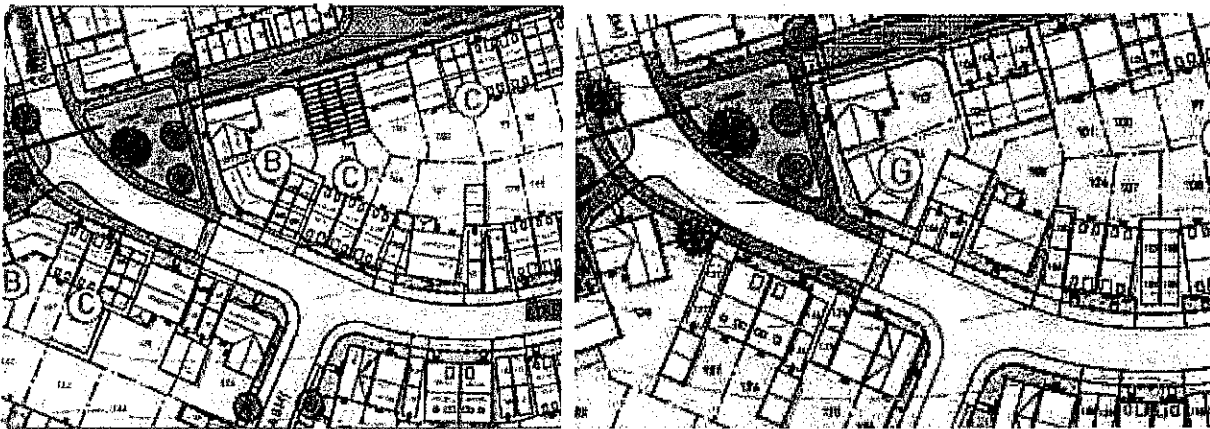
Street scene facing northern field showing new spacing



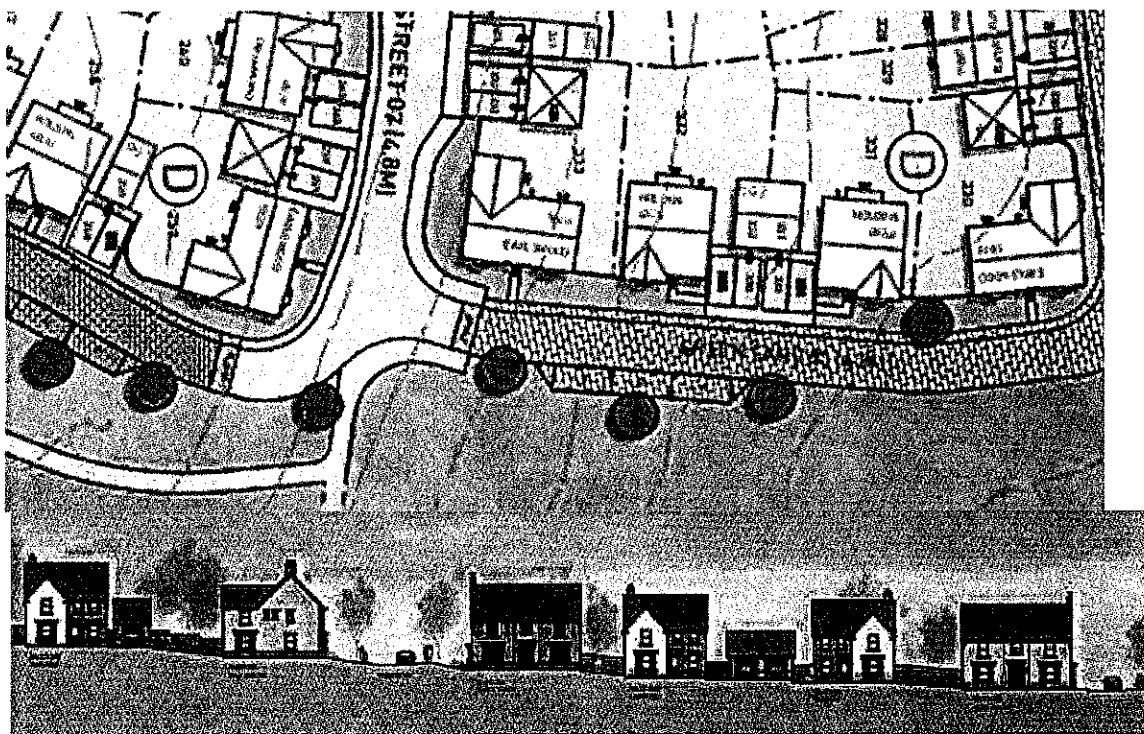
B corners on rectangular and polygonal buildings have been lightly shaved to make a curve (in 10 places altogether)



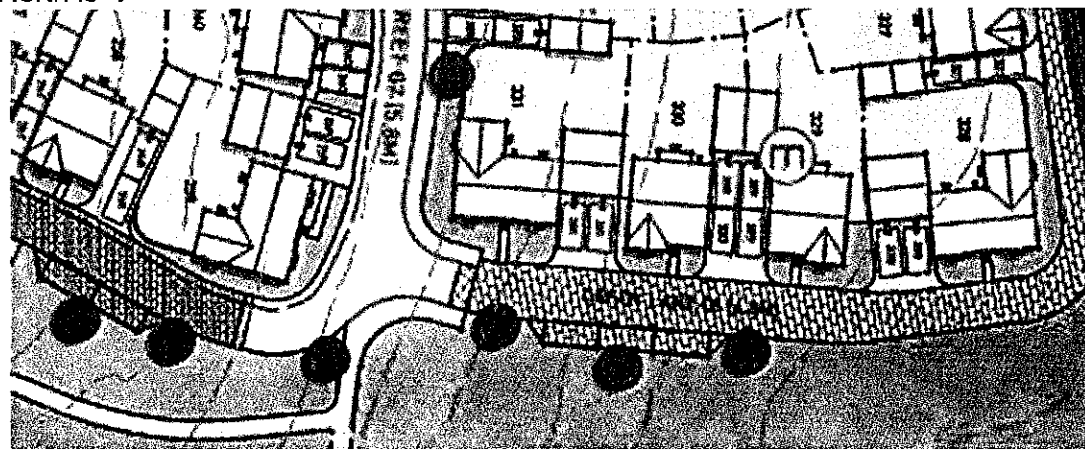
Apartment block by Focal Square (top floor plan was easiest to cut out)



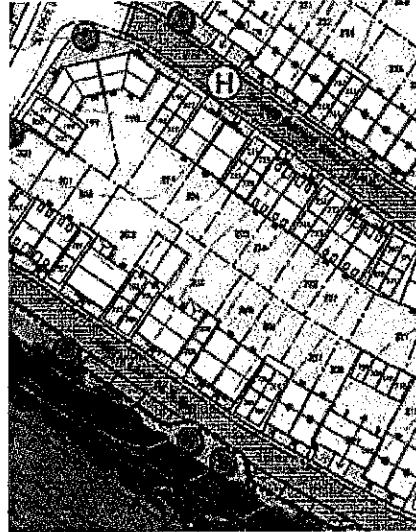
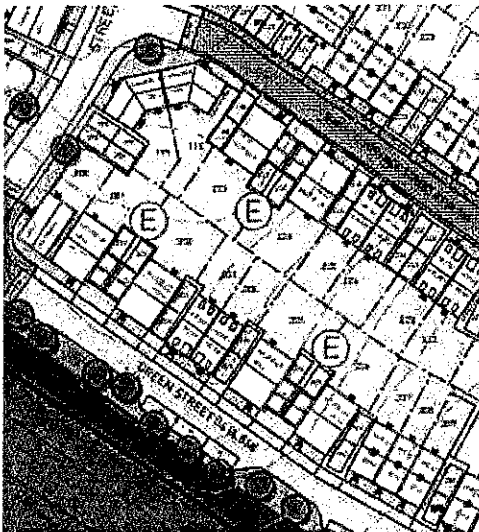
C (3 of the 4 places) The 'Landmark Building' opposite the side road (now the terrace labelled with the central C) has been replaced by the curved corner block B centre left on the corner of the green space



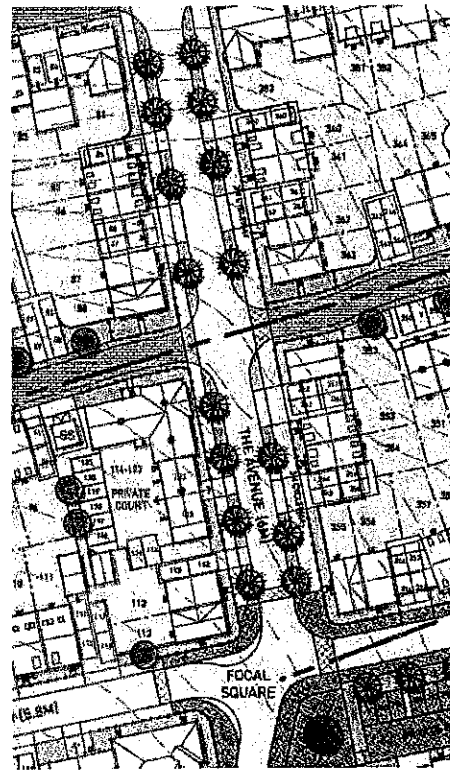
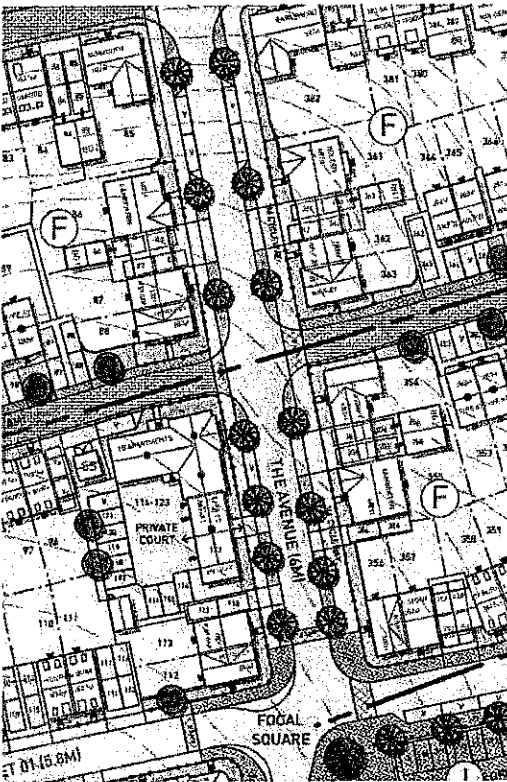
D (2 places) and matching street scene (note that the plans are rotated through 90° for convenience, so North is →)



older version



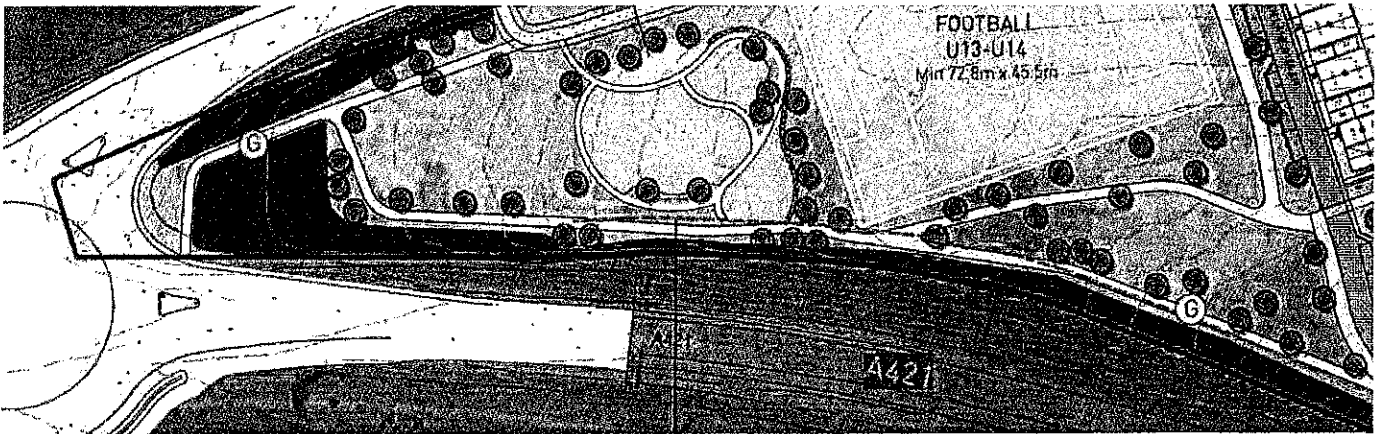
E (3 places)



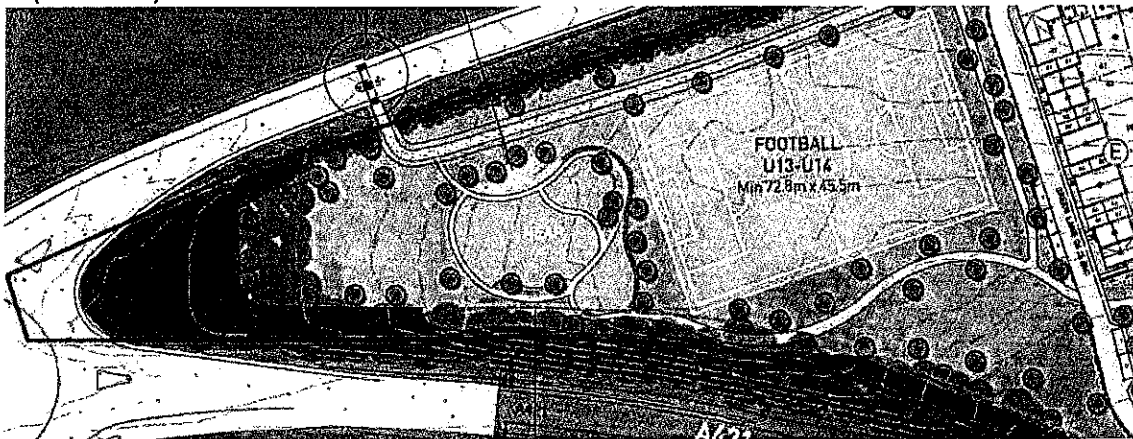
F (3 of 4 places)



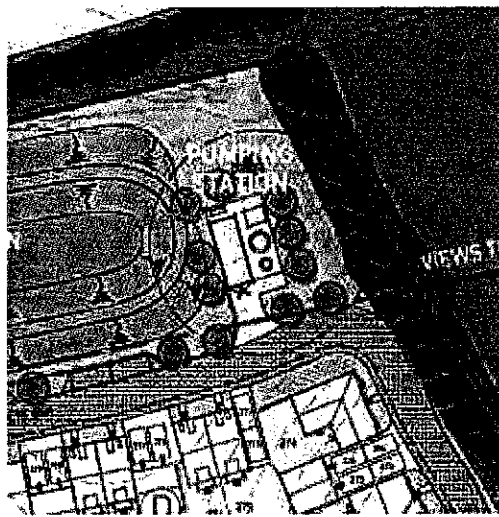
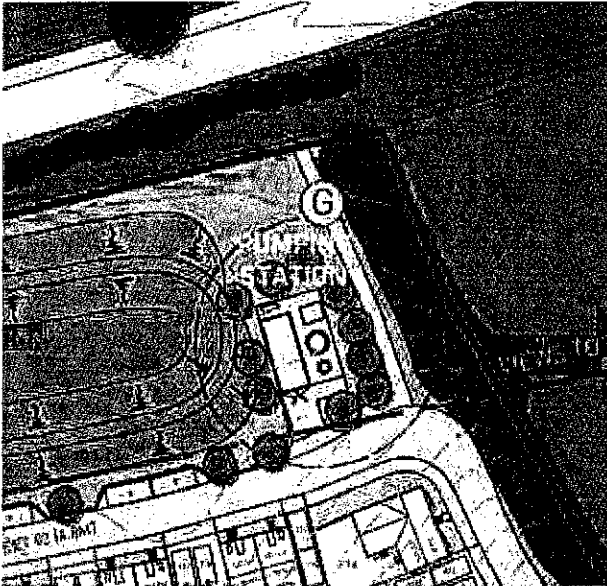
Matching part of street scene of the western side of The Avenue; new building F ↑



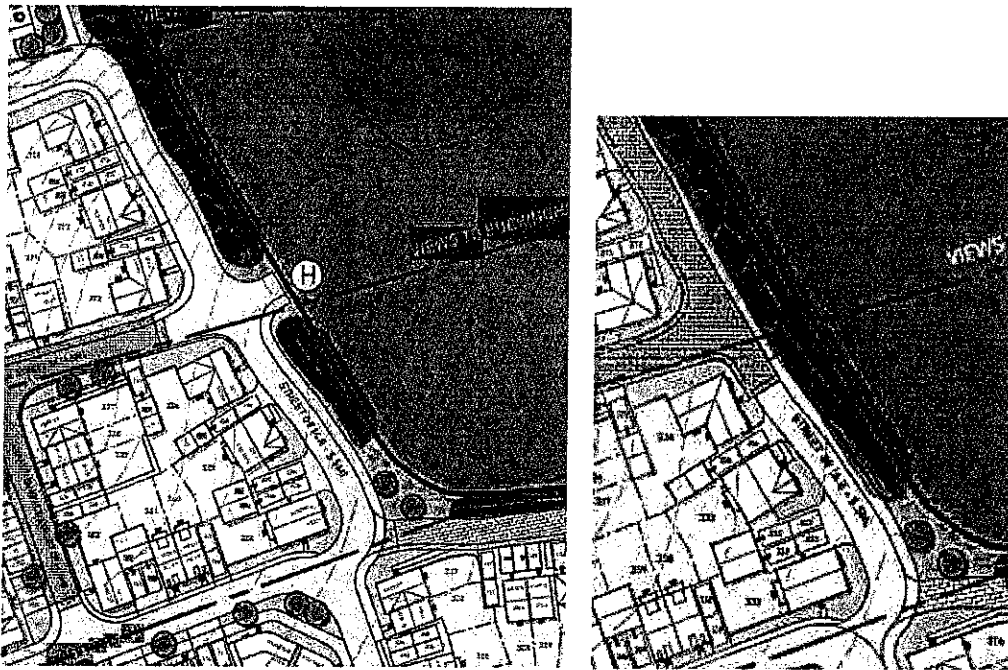
G (2 of the 3)



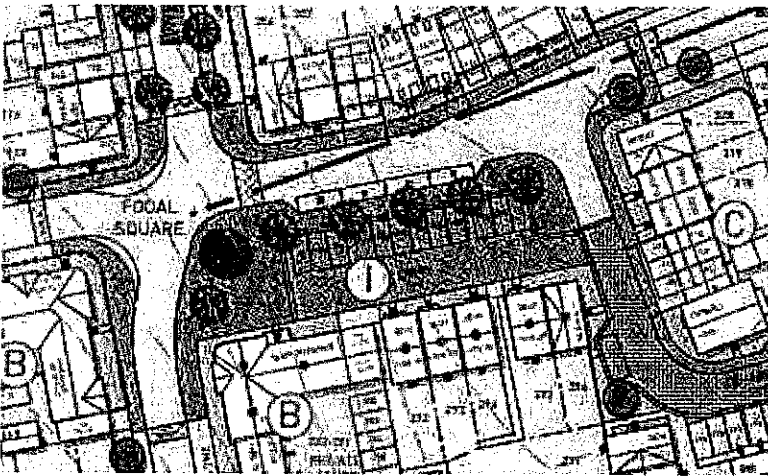
older version



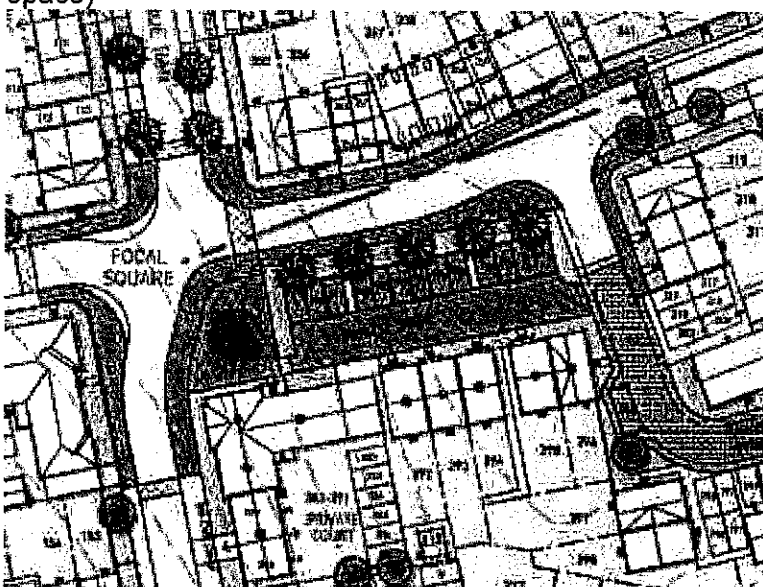
G (3rd of 3 examples) The reason for this change is not altogether clear. The roadway shown is now a 'Green Street', see below, and not block paved.



H – to allow a Phase 2? Note also reduction of block paving on the Green Street



I - 'simplification' = kerbside parking, reduction of shrubbery, 1 extra tree (even less unobstructed public space)

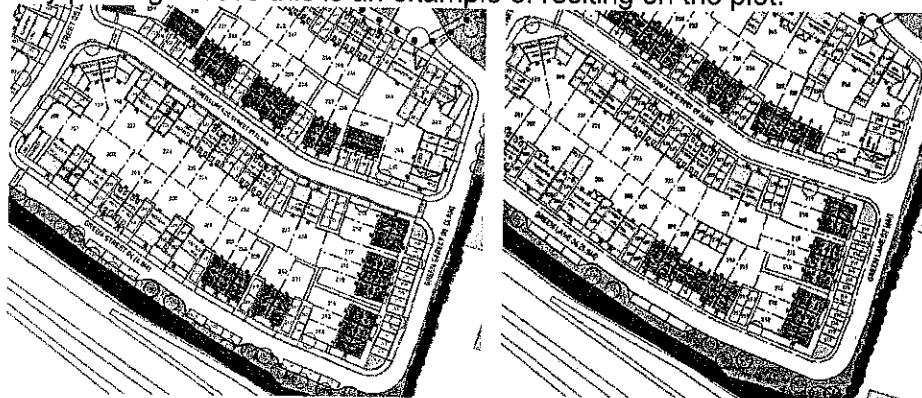


Older version

Affordable Housing Plan Rev H

No change in Area 1.

In Area 2 there are some minor changes – placement on the plot, swapping side parking bays for streetside and vice versa, house type – and this major change to the south-east corner, losing the flat-over-entrance between pairs of semi-detached and parking court in favour of a terrace of 3 and a terrace of 2 with side bay parking. Above this is an example of resiting on the plot.

Public Open Space Plan Rev FMaterials Plan Rev EBuilding Heights Rev E

Changes reflect new spacing, changed house types and Landmark Buildings. There is a redistribution of the tallest (3-storey) blocks in the interior of Area 2. A 1½ storey block has been introduced on the Tingewick Road frontage of Area 1 at the left hand end of the loop road.

Design Code Rev K

p18: Number of 'Landmark Buildings' reduced from 10 to 5; those retained are the eastern one of the pair each side of the main access, one at the Focal Square (with a new one across the road, both labelled B in plan I above), the pair at the focal area further east, and another new one at the corner of the green space they call Church View on Street 01 (see plan C above)

pp22-25: Character Area 1 changed to reflect new spacing (see Plan A above) with new street scene strips. Character areas 3 & 4 have similar changes.

pp42,43 & 47: 'Green Streets' have been added to Green Lanes & Private Drives -

“6.14 The Green Streets have a carriageway width of 4.8m and are located around the edges of the development where dwellings front out over areas of public open space.

6.15 The Green Streets have a footpath to one side of the carriageway, generally located on the inside and are 1.8m in width.”

The new designation has been applied to the northern part of the loop in Area 1 (facing the fields to the north); the roads at the north-eastern corner of Area 2 (facing Tingewick Road east of the main access and facing the eastern boundary to the road junction south of the entrance H, see Plan H above) and all the way round the southern boundary from the junction at the bottom end of the park along the bypass frontage of the southernmost three building areas. Green Streets will also have raised tables to create traffic calming features.

P56 has a new drawing – redesigned NEAP – and pp58 & 59 redesigned LEAP 1 & LEAP 2.

Street Scenes Rev D (Street 01, Northern Edge, Southern Edge)Street Scenes Rev D (Tingewick Road looking S, The Avenue, houses fronting park)

Parts of these are reproduced above.

Site Location Plan Rev A

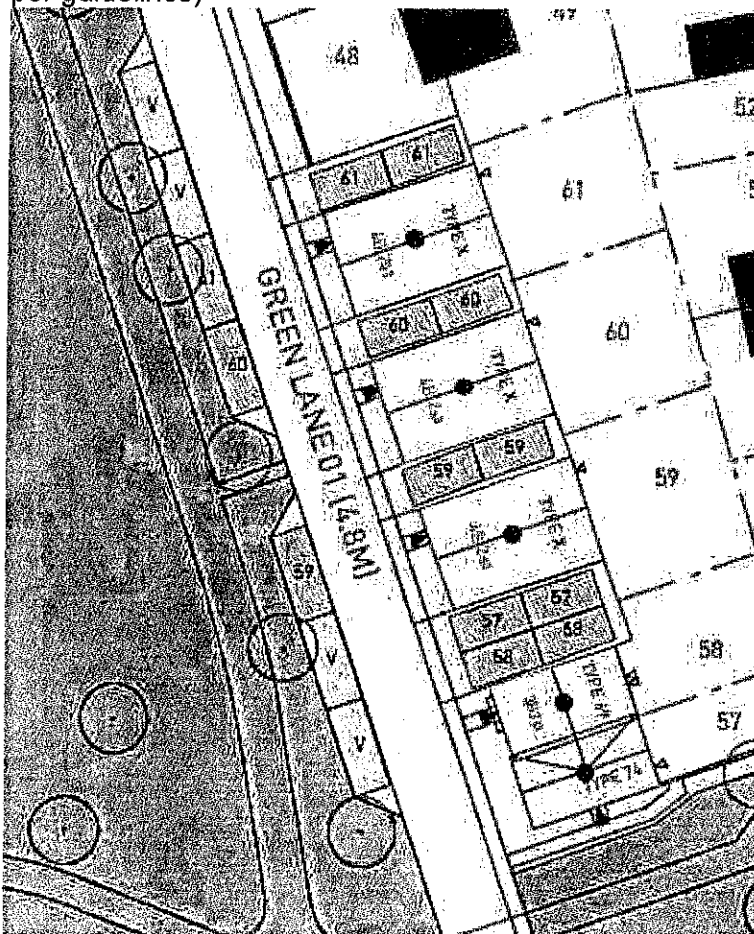
I'm assuming this was included for completeness

Parking Strategy Plan Rev F

The allocated spaces have been redistributed as follows

Garage spaces (6m x 3m internal dimensions)	108 (was 212)
Garage spaces (non- 6m x 3m internal dimensions)	20 (was 17)
Allocated resident parking spaces	643 (was 683)
Car barn spaces –	none (were 9)
Visitor parking spaces	103 (were 75)
Totals	874 996

and the perimeter visitor bays on the west and south have been augmented by allocated resident spaces (numbered – each of the 4-bed Type X houses 59, 60 & 61 now has three bays, two within the curtilage per guidelines)



KM January 2019

Katharine McElligott

From: John Sneddon <john.sneddon@tetlow-king.co.uk>
Sent: 21 January 2019 18:41
To: Hewitt-Jones, Nina
Cc: Nina Stockill; Katharine McElligott
Subject: RE: Application 18/04290/APP - West End Farm
Attachments: 030718_IMH_ZZ_SP_DR_A_100_P03_Comparative_Site_Plan.pdf; 030718_IMH_04_FF_DR_A_302_P03_Block_Four_Comparative_First_Floor_GA_Planning.pdf; 030718_IMH_07_SF_DR_A_304_P03_Block_Seven_Comparative_Second_Floor_GA_Planning.pdf; 030718_IMH_03_ZZ_DR_A_301_P02_Block_Three_Comparative_Ground_and_First_Floor_GA_Planning.pdf; 030718_IMH_04_GF_DR_A_301_P02_Block_Four_Comparative_Ground_Floor_GA_Planning.pdf; 030718_IMH_07_SF_DR_A_304_P03_Block_Seven_Comparative_Second_Floor_GA_Planning.pdf *duplicate of one above.*

Nina I hope you are well,

In response to the Town Council comments, these comments are mainly for the Town Council but we have submitted plans that we would hope that you add to the application.

We submitted a plan in past to you indicating the footpath link to you before Xmas (email dated 19th December).

We also supplied a clearer plan indicating that we have 72 parking spaces and corresponded with the Town Council on this. I have copied it above again.. This is not an amended plan just one that is clearer on the parking space numbers with some text moved so the spaces can be seen more clearly. It also included the footpath link at the south east corner.

I wanted to supply some additional information but also respond to the Town Council's comments from the 17th December and where necessary provide some clarification to the Town Council on numerous matters they have raised.

At the meeting of the Town Council on 17 December 2018 the Town Council made the following comments following their objection to the application. The Council objects and then makes 13 points:

In the preamble before the listed points the Council comments say the application should be treated as a new application. I can comment and say this variation application will create a new application. That is the procedure but I think they are actually saying this application is so different from the one approved at appeal that it cannot be a variation. In our view that is wrong – we have the same number of parking spaces, essentially the same floor area, we will comply with all the controls in the previous approval including the legal agreement. Hopefully some of the comments below will help with this.

In that preamble it also states that the agent confirmed that this is not a care home. I did and can say again this is not a care home but it remains a C2 use as the inspector found. It says I also confirmed that there would be no 24 hour staffing. This is incorrect there will be a staff presence 24 hours a day. This is one of the reasons we have the staff areas. They will be on call to provide emergency/general assistance and scheduled overnight care. Another point is that it says I called the use a retirement village. I may well have done but I also explained at length this was a care community with 24 hour care and that it is in the C2 use class. Commonly I use the phrase a Continuing Care Retirement Community. But to provide comfort we are providing 72 extra care units with communal facilities just as the planning appeal approval. There is no intention to change the use or concept described in the appeal.

The Town Council say the following –

1. This comment says that as a retirement community with a minimum care package qualification. It is housing and therefore 35% affordable housing should be applied as per the NP – **The site is proposed as a C2 use just as per the scheme approved by the Inspector.** I explained at the meeting to live here you need to show that you are an older person who need care. You have to pass that test. It is not like sheltered housing where any older person can live. In addition to this you will have a minimum care package which is not optional but instead is mandatory payable through a service charge which includes other matters like access to communal facilities and organised activities. There is the option to increase the level of care as the person's needs increase. Meals can be provided into units or served in the communal areas. The Town Council can see this matter in the appeal decision paragraphs 6 to 17 and also in the legal agreement. See para 9 in particular:

"9....I consider that the reality would be one of a community unified by access to a dedicated enterprise of specialist care for its elderly residents provided within a dedicated complex. For this reason, I do not consider the proposed extra care units would represent independent living, despite the living accommodation units being habitably self-contained. This places the development firmly within a C2 Residential Institutions Use Class. Furthermore, the competed UU would secure the occupation age limit and requirement of care, therefore, ensuring occupation as a C2 Use Class".

That is what is continuing to be proposed here. There is no change by my client.

The Town Council had this fight at the appeal when it said in a letter to the Inspector 12th December 2018:

"Buckingham Town Council argues that the development is for dwellings and should be classed under C3 (dwellings) rather than, as the applicant proposes, under C2 (institutions). The 72 flats are completely self-contained, with their own front door; some on the ground floor have access directly to the outside of the building meaning that there is no direct internal access to communal areas (e.g. 4 out of the 5 ground floor flats in Block 2)".

Paragraph 9 is the Inspector's response.

It might assist the Town Council to read the House of Commons Briefing Paper Number 07423, 9 December 2015 entitled "Housing an Ageing Population (England)". This can help with terminology although this does not attempt to impose or drop these into use classes. All of these are C3 i.e. standard house other than the last two which are C2 (highlighted in yellow) if that extra care scheme has minimum care, which can be added to by individuals on request, as part of the service charge as the Inspector found:

A number of terms are in regular use with relation to housing for older people, many (or all) of which are often used interchangeably. The following are the most commonly occurring:

- **General Needs Housing** – The standard housing stock suitable for any member of the public.
- **Specialist Housing** – A catch all term used in this briefing for any non-general needs housing for older people aside from care homes (i.e. all accommodation where exclusive occupation of property is provided and where support provisions of varying degrees are available.) This includes retirement housing; sheltered housing; enhanced sheltered housing and extra care homes (see below).
- **Retirement Housing** – A group of flats or bungalows where all residents are older people. Schemes almost always provide self-contained homes with their own front doors, along with some common facilities open to all residents (lounges; guest suites; gardens etc.). Many schemes also have managers or 'wardens' – hence the alternative name: 'warden assisted'. The term 'retirement housing' has generally superseded 'sheltered housing', although the latter is still in use.⁵⁷ Retirement / sheltered housing can be provided by local councils, housing associations or private providers. Most property available to rent is provided by the former two, while property

to buy is usually provided by the latter. 'Retirement housing' is sometimes used as a catch all term for all non-general needs housing for older people (aside from care homes).

- **Sheltered Housing** – Another term for retirement housing, offering shared facilities and management.
- **Enhanced Sheltered Housing** – Sheltered Housing with a greater number and range of facilities and services, though not offering enough support to qualify as an extra care scheme.
- **Extra Care Homes / Schemes** – retirement housing that also provides care in a style that can flexibly respond to increasing need without jeopardising one's role as a community member.
- **Residential / Care / Nursing Home** – A residential setting where a number of people, usually living in single rooms, have access to on-site care. Some care homes only offer 'personal care' (help with washing, dressing and taking medication etc.) while others offer nursing care, with on-site 24 hour qualified nurses available".

I hope this helps but would happily answer any queries.

2. This says that not all of the site is within the plan boundary –I think this means we in the open countryside i.e. outside the local and Neighbourhood Plan development boundaries? If this is correct the previous application approved this site and we are not changing the use. The planning permission overrules any previous development plan allocation.
3. This says we are proposing modular construction with units being bough in by lorry over a period of two month or more. No new traffic assessment has been submitted or a construction management plan to show that this is feasible or safe – **We are proposing modular. We have submitted no additional traffic assessment.**

A construction management plan was required by a planning condition which was 18. This would continue to be applied. No construction management plan was in front of the Inspector whatever method of construction was used. When we do submit this it will indicate a delivery route in the local area. No new traffic assessment has been provided and I would point out that the traffic assessment submitted with the application contained no information about construction traffic. Construction traffic is not a an issue in planning applications. It is temporary and a by-product of planning approval common to nearly all applications for new build. In terms of construction traffic the person building the site can decide to bring in as many lorries or as few as they wish. Planning does not control that, it can control the times and routes but not the amount and I am explaining that we will have significantly less traffic over a shorter period of time.

The use of modular construction, having spoken to my client since the Town Council meeting, will reduce construction time from (approximately and subject to change) some 100 weeks to something close to 50 to 60. This does not mean more vehicles coming to the site instead we are confident less will come. There will be no separate single lorry or delivery for roof timbers, bricks, cement, joinery and pipes in terms of the units instead these will already be fitted in the partial unit that comes to the site just to be bolted onto other sections.

4. This one says that the traffic assessment should be based on residential estate not a care home where peak traffic movements will occur at shift changes with infrequent visitor and delivery vehicles. 72 units does not imply 72 visiting carers nor 1.5 hours per week daily visits. There will be traffic throughout each day and only one resident per unit is required to sign up to package and so their partner may well be active, maintain outside connections and keep a car or taxi to accomplish this. No details of the minibus service have been revealed. Respite for carers is important and there are fewer facilities on site now.

The traffic assessment did assess residential properties. It assessed sheltered housing schemes. The 2016 report says the following:

Extra Care Home TRICS parameters

6.2 The vehicular trip rates associated with the proposed care home have been estimated by

reviewing sites with similar characteristics available on the TRICS database in terms of location, size and public transport accessibility.

6.3 The 'sheltered accommodation' classification was used as the basis of the assessment for the 75 extra care units. All Greater London sites were excluded from the assessment, as were sites in Ireland. Weekend survey data was also excluded, together with sites located in 'Town Centre' and 'Edge of Town Centre' locations. The filtering process resulted in four survey sites being selected.

The Inspector and indeed the Council, County and District, were happy with this approach. The Inspector said this is a sustainable location see para 50 "It would also be sited in a sustainable location in terms of access to services, facilities and public transport and be acceptable in regard to parking provision and highway safety". Please note our residents will not be taking children to school nor going to jobs. Our traffic profile is very different from standard housing or an estate as it is described.

The remaining points are simply too obtuse to answer however the site will employ around 64 people. They will not live at the site (Just like approved appeal application). They will not all be there at the same time. They will be cooks, maintenance people, care assistants, managers, gardeners, admin, cleaners and so on. They are paid for through the mandatory service charge. There are no details of the minibuses. This is dealt with through the legal agreement. It will be no different from what was proposed in the past. There are facilities on site for staff to rest in.

5. Only 66 spaces are proposed not 72 plus staff - There are 72 spaces. I do not know what the "plus staff" is referencing? We will have 72 spaces as per the approved scheme. The 72 spaces are for residents, staff and visitors. The Inspector (and District & County) were satisfied with this. A good percentage of our residents will not have cars and the majority will be in their 70s and 80s.
6. Current facilities on site much reduced. Cinema and therapy rooms have been redesigned as lounges. Other blocks areas have been reduced. Where is the bowling green? Some issue with the terminology of the eating area which we do not understand although there does seem to be a continuing issue that residents have kitchens. – The main communal areas in block 1 have not been reduced. You can see this on the comparison drawings. There has been some renaming of spaces in the communal areas because my client has a different model. The area at first floor level is the same and just been reconfigured. Therapy will still take place but this room has become multi-functional. We find many residents want the therapist to come to their unit. In terms of a cinema room my client finds that residents prefer to watch films or TV together in a lounge area. The guest suite will be used for staff rest (not always in use for guests) as well as the dedicated area for staff rest - mainly overnight staff.

The bistro, restaurant or café, however you call it, will be open to public (in a controlled way). It will mainly be used by residents and visitors (as in the previous approval) as well as staff. It will have multi functions for gatherings, hobbies and group activities.

The bowling green will be retained. It's just not clear on these layout plans but it will be in the same place.

We have removed some communal areas in remote blocks away from block 1 but some have been retained. My client does not want too many of these. They do not encourage social interaction and we want residents to come to the communal areas in block 1 and take part in activities and be a community. Such remote communal areas are very rare. I cannot recall another scheme I have worked on that has these but we have not removed them all.

7. The only staffroom is smaller and there is no overnight accommodation for staff. Residents might have a live-in carer otherwise this implies night-time traffic movements – The staff area is reduced but that is all we need. It is not for staff to sleep in but to rest. Some might catch a nap in the guest room or indeed in the other areas. Staff will work appropriate hours. No staff will live at the site as per the previous application. Staff will be there overnight to be on call to provide assistance and scheduled care/assistance as required as well as emergency response. The staff area is appropriate for my client.

8. Members would like to see evidence of the 64 jobs as much of the construction will be off site and the carers will come from an existing pool in the locality as well as ground workers. – **The 64 staff are purely operational staff not construction or ground works associated with that. I can't give evidence of that operational staff but can only say that is similar to the numbers my clients have on other sites. There will be no reduction in construction jobs but less will be local (not by much).**

The government is encouraging modular building. Its is greener and quicker. It has far less r less CO2 emissions and we will have less road movements by larger vehicles.

9. The design is not good. Chimneys and quoin detailing have been lost. Roof profiles evened out and stepped in elevations evened out.. Standardised window and door patterns. Issues over French windows. Only one single block has a private garden. – **We would happily restore chimneys if the district officer wants or reinstate any detailing if required by the District. We do though disagree on the subjective matter of design and think our proposal look good. There is some levelling up of elevations and roofs but we see no harm in this. Our window and door patterns are as random as the previous scheme and we have less French doors than the previous approval. Our actual windows and doors will be specifically made for this site as was the case in the past.**

We do not differ from the previous proposal in terms of private gardens. This is an attempt to encourage social interaction and communal activity. Residents can personalise the space outside their units with planters and so forth. We will have gardening clubs and vegetable growing.

10. Issues over waste. Provision of medical waste, issue over a name on plan, no info on kitchen waste – **This will be managed site with staff on site 24 hours a day. Many of our residents cannot dispose of their own waste due to frailty and mobility issues. I can promise that the refuse areas are all designed to accommodate recycling and different types of waste and there will be staff on site to manage these areas unlike a normal standard flat scheme. Our staff will collect refuse for residents and take to the correct areas when required. My client has a clear commercial incentive to properly manage and store waste as well as aid its proper collection.**
11. No internal communication (connection?) between stairwells and staff will have to walk out the building to reach next stairwell to access other flats. **We are no different from previous approvals. We also find that this level of connectivity makes a scheme look very institutional i.e. long corridors. WE see no issues here and carers will be able to help far more people here in a short period of time that remote houses dotted around a town.**
12. No provision for mobility scooters - **My client has designed the scheme and lifts/corridors to allow residents to bring their scooters into their units and communal areas. It makes no sense to them to have parking areas remote from facilities and peoples homes then have them try and walk to their unit from parking areas. That does not suit my client's mobility profile. There will be charging points in the units.**
13. Several issue son the plans – errors on various plans – **Our apologies on these we have supplied some corrections above on blocks 3 and 7 as well as an error we spotted on block 4. Thank you for your assistance on these matters.**

We would be happy to answer any queries that the TC or officer has on this application. Do not I have added in some comments below in the email from the Tc in the spirit of trying to answer queries.

Regards

John Sneddon
Managing Director
TETLOW KING PLANNING
Unit 2, Eclipse Office Park, High Street, Staple Hill, Bristol BS16 5EL
Tel: 0117 9561916 Fax: 0117 9701293