



BUCKINGHAM TOWN COUNCIL

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Town Clerk: Mr P. Hodson

Monday, 08 April 2019

Councillor,

You are summoned to an Interim meeting of Buckingham Town Council to be held on **Monday 15th April 2019 at 7pm** in the Council Chamber, Cornwalls Meadow, Buckingham.

Mr P Hodson
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.

NEW PLANNING APPLICATIONS

3. 19/00902/ADP Land Adj 73 Moreton Road

Approval of Reserved Matters pursuant to outline permission 15/04106/AOP for appearance, landscaping, layout and scale of a residential development of 13 dwellings
(outline application was not an EIA application)
M A Healy Ltd. IM/117/18

4. 19/00924/APP Land off Market Hill/West Street, MK18 1HL

Development of private land/car park providing one/two bed flats with associated car parking.
Demolition of derelict barn
Wheeldon Estates Ltd. IM/118/18

5. Chairman's Announcements

6. Date of next Meetings:

Annual Statutory Meeting & Mayor's Reception Friday 17th May 2019
Full Council Monday 20th May 2019
Interim Monday 24th June 2019

To: All Councillors



Twinned with Mouvaux, France



Members are reminded to declare any prejudicial interest as soon as it becomes apparent.
All Committee documents can be found on the Buckingham Town Council's website. Alternatively, the Clerk send you a copy of any minutes, reports or other information. To do this, send a request using the contact details set out above.

**BUCKINGHAM TOWN COUNCIL
INTERIM COUNCIL
MONDAY 15TH APRIL 2019**

Agenda No. 3

Contact Officer: Mrs. K. McElligott

MAJOR PLANNING APPLICATION

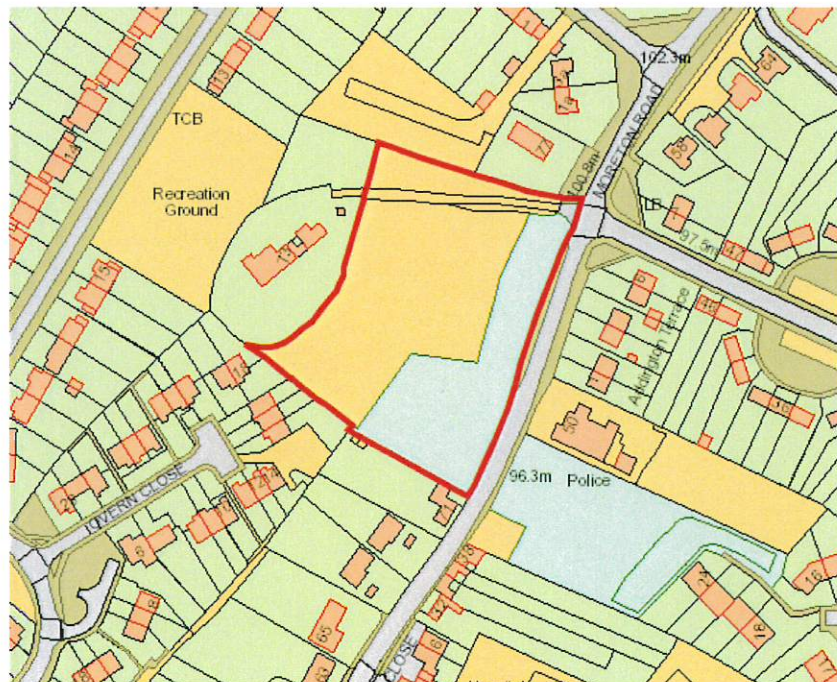
19/00902/ADP Land adj. 73 Moreton Road

Approval of Reserved Matters pursuant to outline permission 15/04106/AOP for appearance, landscaping, layout and scale of residential development of 13 dwellings

M A Healy Ltd.

Background

This is the detail plan required by the conditions of the AOP approval granted on 19th September 2017 (although the application has a 2015 number, it was not validated until 2016); details of various matters were required to be lodged with AVDC within 18 months (19th March 2019). This application was validated on 14th March 2019. Members' responses to the AOP are listed at the end of the summary report.

Site

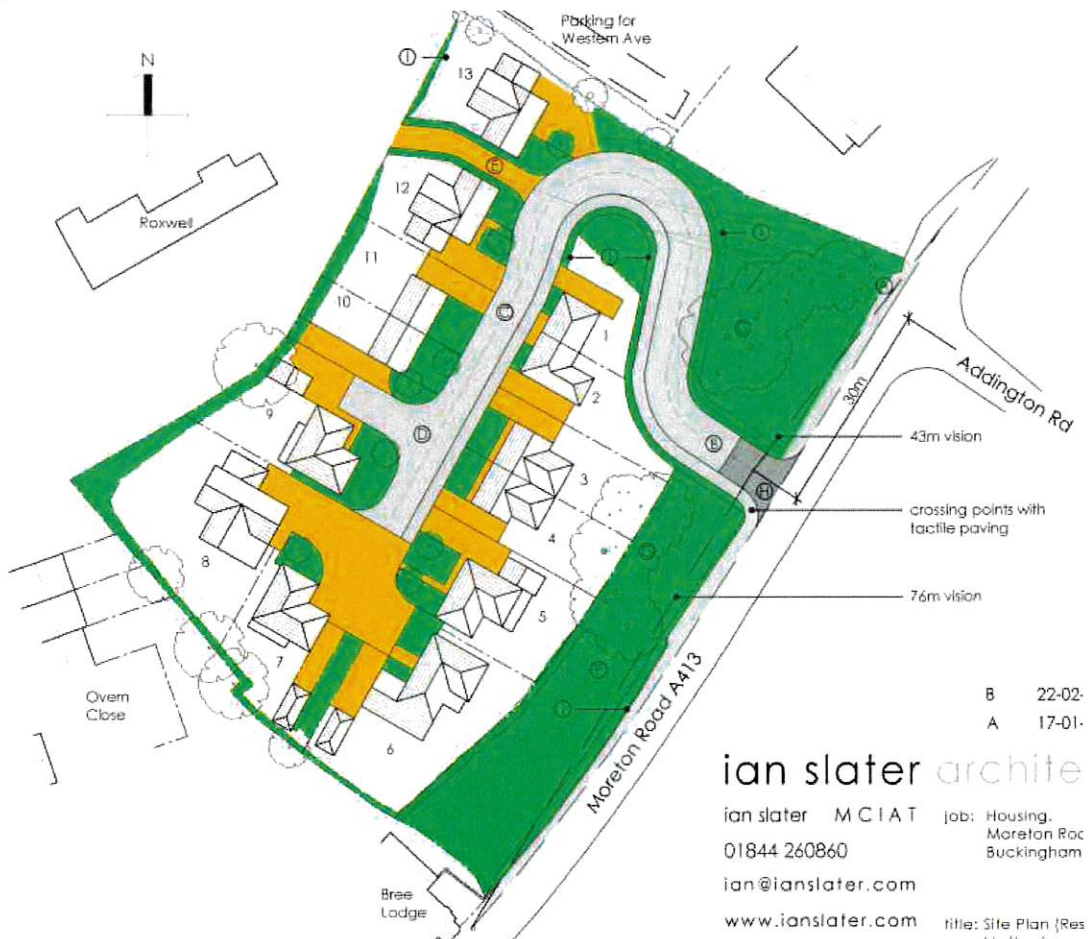
The rough ground between the Moreton Road and a property called Roxwell (no.73 Moreton Road), between Brae Lodge, the white house that comes right up to the road edge just above the kerbside parking on the opposite side, and Roxwell's drive, and opposite the old Police Station and Addington Terrace. The existing access drive to Roxwell (which makes a crossroads with Addington Road) is to be closed up and a new access made through the development. Roxwell's

drive abuts the garage area on the south side of Western Avenue (already cleared and passed by AVDC for sale).

There is a sizeable height difference between the main part of the site and the Moreton Road. There are TPO trees along this bank. The old Police Station is Listed.



Proposal



A new road parallel to the Moreton Road with a U bend at its northern end turning again to make an access at right angles to the Moreton Road. 13 dwellings are proposed, 6 semi-detached and 7 detached.

3 of the semi-detached have two bedrooms and a single downstairs combined sitting/dining/kitchen. The other 3 are 3-bedroom with one downstairs living room (two may have a movable partition, there is a dotted line across the floor between the sitting and dining areas). The semis do not have garages.

The detached are all four-bedroom (6 with two bathrooms, 1 with 3), and all have a kitchen/diner, utility, sitting room and study, and two have a family room as well. All the detached have a fireplace in the sitting room and a chimney. All have a single garage, four built on to the house, 3 separate.

It looks as if there is adequate drive parking in addition, per guidelines.

All houses have a downstairs cloakroom.

The elevations are co-ordinated but different, though some are mirror images.

Garden sizes vary a lot due to the irregular shape of the site.

Conditions

The AOP conditions addressed in this application are:

- 1 and 2 – reserved matters and time limit
- 6 – details of soft landscaping
- 10 – screening and details of enclosure
- 11 - details of foul water drainage
- 13 – bat and swift details
- 14 – parking, garaging and manoeuvring
- 19 – SuDS scheme
- 20 – SuDS maintenance scheme
- 22 – visibility splays

The materials for the houses are not part of this application.

Documents available

- Location and Site plans
- House plans and elevations
- Road cross-sections and layouts; contours; visibility splays
- Drainage Strategy and calculation sheets for cellular soakaways; SuDS maintenance guide; calculations for surface water network and greenfield rates
- Landscape proposals

Consultee responses (as at 9th April 2019)

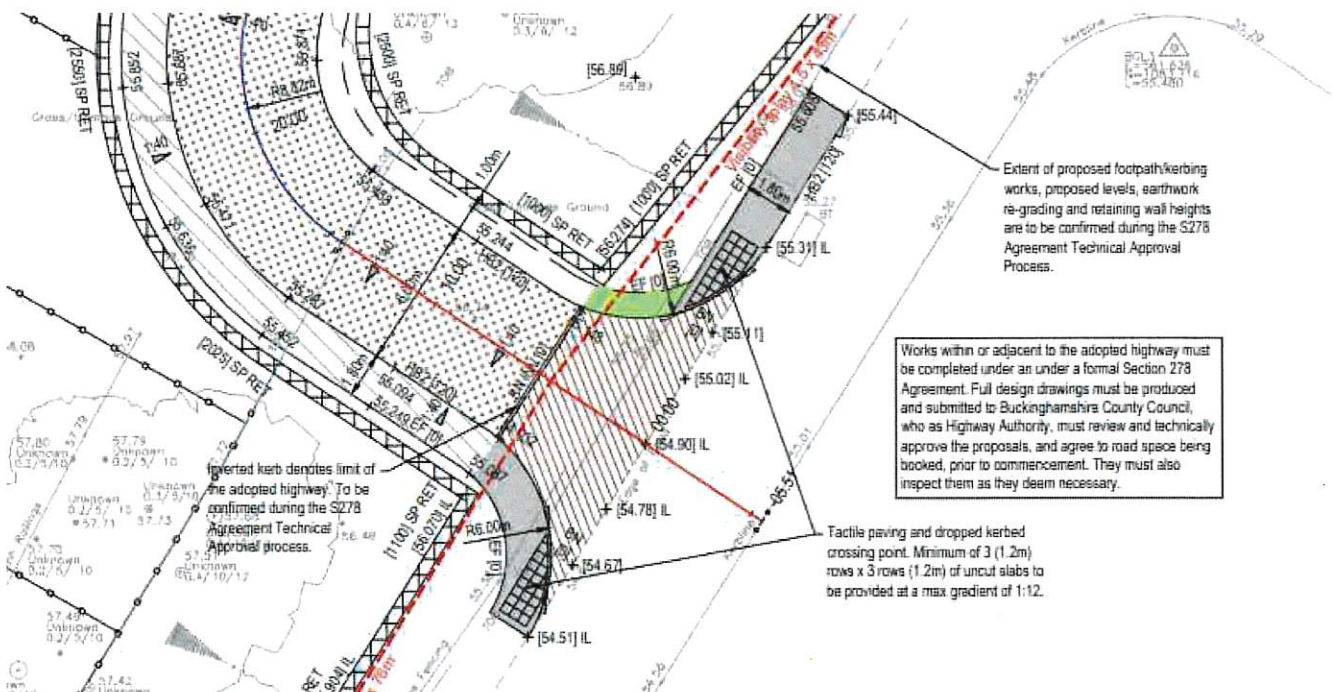
- AVDC Waste & Recycling

- Thames Valley Police Crime Prevention Advisor
- Internal Drainage Board
- AVDC Affordable Housing

Clerk's Comments:

The estate road level at the access is 55m; it rises between retaining walls at right angles to the Moreton Road for about 20m to 55.6m, turns to the right, rising to 58.5m at its closest point to the Western Avenue garage area, and then doubles back on itself levelling out at around 59.5m. The housing is all at this top level. At the southern end of the road there is a small side turn between plots 9 & 10 giving access to Plot 9's drive and garage, and between Plots 12 & 13 there is the re-sited access road to Roxwell. The small side turn at the end is adequate for a refuse lorry to turn in.

A short piece of footpath with dropped kerb and tactile paving is shown to the north and south of the Moreton Road access, and along the south and east side of the estate road and across the end, but not back along the other side. A s278 Highway Works agreement is yet to be signed. At present it looks as if this means walking in the unsurfaced Moreton Road verge to get to the nearest bus stops (Western Avenue) or to a safe place to cross (above Addington Road the Moreton Road levels out to give good visibility both ways). Any footpath south will encourage its use and as it ends at the wall of Brae Lodge this is emphatically not safe, whether users cross



the road at this point or continue on down the hill in the carriageway until there is a footpath again (about 50m, all exactly opposite the permitted kerbside parking; see map on p.1).

The path is to be macadam, the road surface permeable block paving and the house drives and Roxwell access resin-bonded gravel.



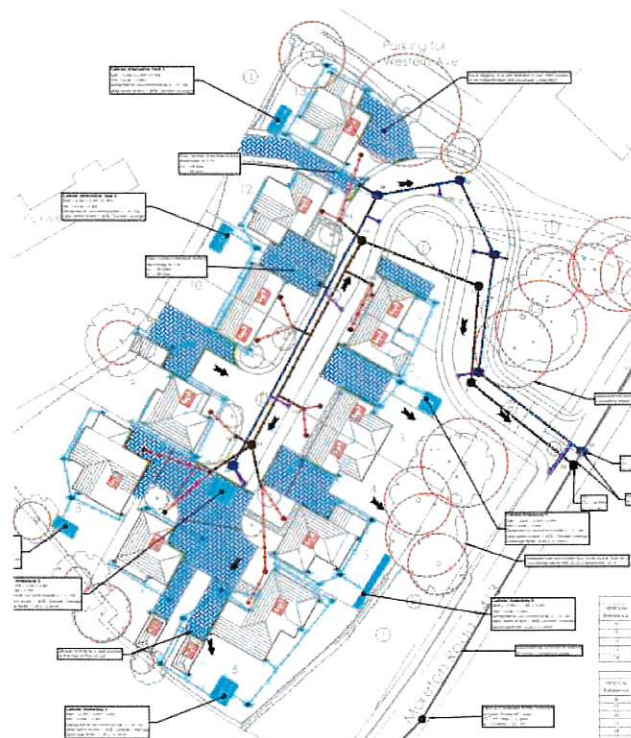
Southern end of site and Brae Lodge



Brae Lodge and southern end of site from below

Drainage Strategy

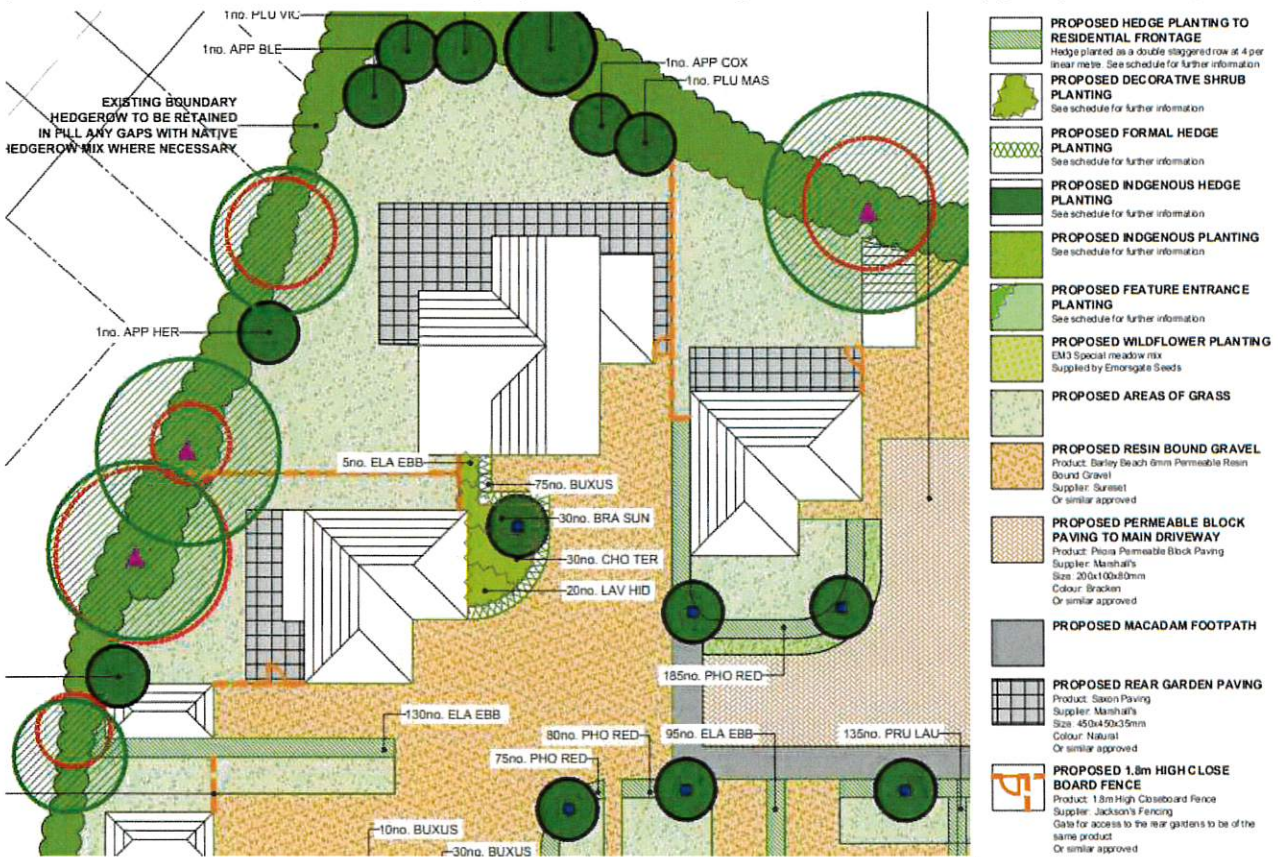
Comparing the drawing below with the one on p.2, it can be seen that the permeable paving (patterned) is connected to 2 cellular attenuation tanks (to the north of the site) and 5 cellular soakaways of various rectangular shapes in the south of the site (denser colour). These are calculated to cope with 1 in 100 year storm events + 40% climate change and will not be adoptable; the rest of the foul and surface water network, including the highway drains, will be to adoptable standards. This is the most comprehensive scheme for a small development I have seen. Site tests have shown some gravel (which drains well) and some sand/clay which doesn't.



Landscape proposals

The perimeter trees will be retained where possible and augmented with 'estate' trees along the access road and front hedges. The list shows some native species. The bank against the Moreton Road is to be planted with wildflowers, and gardens will be divided with a 1.8m closeboard fence which will not project forward of the house, but might make the smaller gardens claustrophobic. Some of the paving is in Root Protection Areas, requiring special installation measures.

The landscaping as proposed will alleviate the bareness of the paving and small lawns by having shrubs forming a hedge along the frontage (photinia, Portuguese laurel) with small ornamental pear trees at intervals. The trees proposed for back gardens include apple, pear and plum.



Section of landscaping drawing; red circles are Root Protection Areas, small triangles are bat & bird boxes

Consultee responses:

AVDC Waste & Recycling – OK with proposal.

Thames Valley Police Crime Prevention Advisor – would like some defensive planting on the side boundaries of plots 1, 12 & 13 (the first house on the left and the two with the lane to Roxwell in between them); and would like more windows in the blank gable ends of some of the houses to increase surveillance opportunities.

Internal Drainage Board – no comments

AVDC Affordable Housing – none specified in AOP, so no comments.

KM 9th April 2019

15/04106/AOP Land adj. 73 Moreton Road**Outline application with access to be considered and all other matters reserved for the erection of thirteen dwellinghouses with associated parking and amenity space provision. Construction of new vehicular access and closure of existing access from Moreton Road****Members responses & DMC comments****22/2/16 ORIGINAL SUBMISSION****OPPOSE AND ATTEND**

Members noted that the developer had not participated in the 'call for sites' for the Neighbourhood Plan, and this is consequently not included as a site for development (policy HP1). The Plan allows for "windfall sites" but only for up to 10 dwellings (Policy HP7). There is no reference to the Plan in any of the documents. Policy DHE1 also applies, as considerable site clearance has already taken place, and it is proposed to fell more trees, including some in a TPO'd group whose roots may be ensuring the stability of the bank at the roadside.

It was also felt that the access was unsafe; even if the verge is taken back, the proximity of the house below to the edge of the road restricts visibility. The suggestion was made that access via the AVDC land on Western Avenue would be preferable.

24/4/16 AMENDED PLANS**NO CHANGE**

Amendments: Tracking diagram for Refuse vehicle; changes to vision splay at Moreton Road site access; additional of 2m wide footway whole width of site along Moreton Road (at Highways' request) and related retaining walls and tactile pavement at the access road crossing points.

Members reiterated that the Neighbourhood Plan stated that 10 was the maximum number of houses for a windfall site; it was further suggested that the developer could discuss acquiring additional land from AVDC for a safer access via Overn Avenue Play Area (with s106 funding to redesign it) or the garage area off Western Avenue immediately adjacent to the existing Roxwell access lane. The slope and width of the proposed access were still considered unsuitable and the proposed footpath along Moreton Road south of the access was totally pointless, leading as it did to a house wall at the road edge and an extremely dangerous place to cross on a hill just above an area where cars were parked on the opposite kerb. The alternative would be to walk along a considerable length of wall bordering a narrow roadway and bus route. As the present access lane to Roxwell is within the 'red line' Members could not see why the footpath north of the access could not be continued uphill to meet Western Avenue, where crossing is much safer as the hill levels out somewhat.

22/8/16 Minor amendments**NO CHANGE**

"Minor highway alterations" appear to be (a) the provision of a 2m wide footpath across the whole frontage of the site from Bree [sic] Lodge to the existing Roxwell access, with tactile dropped kerbs where it crosses the proposed site access; (b) a new retaining wall to hold the bank up to make this possible; (c) tracking diagrams to prove the bin lorry can get in and turn to come out forwards; (d) the addition of a small tree in the front gardens and a hedge along the back fences of plots 5-13 [plots 1-4 have very small front gardens and a protected group of trees to their rear]

Members reiterate that 13 houses is more than the BNDP permits on 'windfall' sites, and point out that the emerging VALP advocates 31% affordable housing on proposals for 11 houses or more. They feel that as an emerging document this provision should be applied.

The Committee consider the footpath south of the access to be extremely dangerous, ending as it does at the corner of Brae Lodge which is not a sensible place to cross the A413, having no vision downhill and just above a bend where cars park at the kerb. There is no possibility of constructing a continuous footway on the site's side of the Moreton Road. The footpath north of the access is acceptable and will give access to the bus stops and relatively level ground with good visibility for crossing. Deleting the southern section would absolve the developer from the need to realign the retaining wall at the roadside or install tactile paving, and could with advantage then re-site the internal estate path on the other side of the access road.

28/11/16 Minor amendments

NO OBJECTION TO AMENDMENT

Minor Amendment: the addition of "up to" in the description.

Members would prefer the phrase 'no more than' ten dwelling houses to match the Neighbourhood Plan policy.

BTC supplied additional information for the Committee including a site plan showing adjacent dwellings (omitted from applicant's drawings) and the Western Avenue garage area which would provide a safer means of access less annoying to residents of Addington Terrace (who would get the headlights of cars emerging from the proposed access in their front bedroom windows); and photographs showing why a 2m footpath along the site frontage was not feasible and actually dangerous.

DEVELOPMENT MANAGEMENT COMMITTEE 13/10/16 (Cllr. Cole attended)

Minutes:

RESOLVED – That application 15/04106/AOP be Deferred for the application to be brought back to the Committee and the report to address any conflict with the Buckingham Neighbourhood Development Plan and to include an assessment of paragraph 198 of the NPPF.

DEVELOPMENT MANAGEMENT COMMITTEE 3/11/16 (Planning Clerk attended)

Minutes:

RESOLVED – Application Deferred to enable Members to visit the site. Members that indicated they could attend the site visit were Councillors C Adams, A Bond, P Fealey, N Glover, T Mills and D Town

Site visit was undertaken on 8th November 2016.

Last Minor Amendment followed (see above)

DEVELOPMENT MANAGEMENT COMMITTEE 1/12/16

Minutes:

RESOLVED – That application 15/04106/AOP be Deferred and Delegated for Approval subject to the completion of a legal agreement if necessary to secure financial contributions towards open space and leisure and subject to conditions as are considered appropriate by officers. Or if this cannot be achieved then the application to be refused for reasons as considered appropriate by officers.

Approval was granted on 19th September 2017

**BUCKINGHAM TOWN COUNCIL
INTERIM COUNCIL
MONDAY 15TH APRIL 2019**

Agenda No. 4

Contact Officer: Mrs. K. McElligott

MAJOR PLANNING APPLICATION

19/00924/APP Land off Market Hill/West Street MK18 1HL

Development of private land/car park providing 17 one/two bed flats with associated car parking. Demolition of derelict barn.
Wheeldon Estates Ltd.

Site

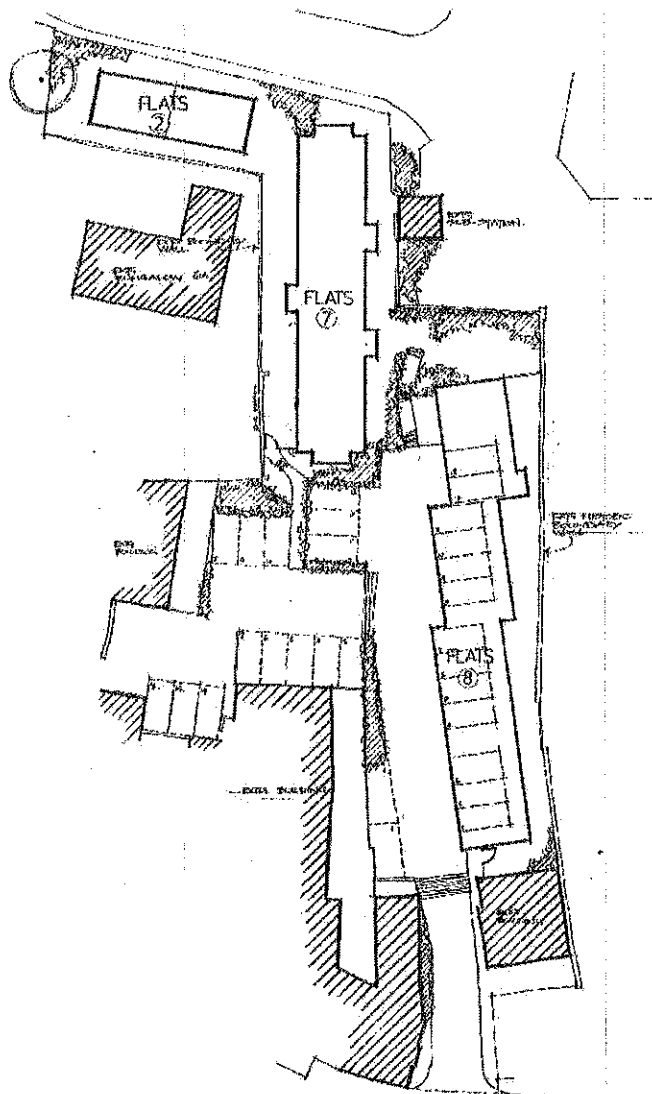
Behind Wheeldon House and 2 West Street stretching uphill to the boundary with Summerhouse Hill, with the rear of West Street premises to the south and the boundary wall of the Old Latin House to the north. There is a small dogleg of land behind 6A West Street to the Hamilton House side wall. The substation marked is the small square on Summerhouse Hill to the right of the label. The area is currently used for private parking and is partly hard-surfaced and partly loose stone. It slopes quite steeply from north to south.



Applications have, at various times, been submitted for this site plus assorted additional areas - Summerhouse Hill, the woodland behind Castle House, the yard behind M & Co, and 33 Moreton Road (the house at the corner of Summerhouse Hill and Moreton Road). The original Summerhouse Hill application (09/02155/APP) proposed housing on the Summerhouse Hill end and retail and commercial units along the narrower strip down to Market Hill. When the ownership changed the site was divided and just the Summerhouse Hill part was amended (12/02104/APP) and built. AVDC produced a Design Guide for the whole site in 2007.

The eastern boundary wall is Listed.

Proposal



17 flats in three blocks: Block 1 of 8 x 2-bed flats on two floors above a ground floor composed of garages with storage in the rear; Block 2 of 6 x 2-bed and 1 x 1-bed on three floors; Block 3 of 2 single storey one-bed flats (essentially a pair of semi-detached bungalows). There is an access road part way into the site.

Block 1's entrances are on the east, Block 2's on the west, and Block 3's on the north. Blocks 1 & 2 each have two stairwells and lifts; all flats are accessed from the hallway or landing except Flat #9 which has its own front door, and Flats 5 & 6 each have an additional flight of stairs to their doors (to cope with the difference in level). Access to the entrances is via a gate (behind Wheeldon House for Block 1 and at the corner of the car park for Blocks 2 & 3). There is also a gate by Block 3 into Summerhouse Hill (not marked on the plan). Block 1's flats are numbered odds on the first floor and evens on the second, Block 2's consecutively from the ground floor up.

Garage entrances appear to be slightly over 2m and the depth 4m usable, 4.7m including the store-door opening allowance.

There are additional storerooms at the northern end of Block 1 (3 small and 1 large) accessed from the eastern side. There is no designated storage in Blocks 2 & 3.

17 dwellings on 0.21ha is equivalent to 81dph.

The proposed materials are London Stock brick (yellow, like Markham Court), natural slate roof; garage doors are depicted in the artist's impression as being vertical wood panels matching the fencing and gates (but are presumably up-and-over types as the plans do not show opening arcs).

There are 16 car parking bays shown, though only 13 of these are for new residents (PS ¶2.24): 2 in the entry, 11 in the courtyard and 3 more facing Block 1. Together with the 13 garages there is parking for 26 vehicles – guidelines require 26 (rounded up) for 17 1- & 2-bed flats. DAS ¶5.5 says the car park is accessed from Market Hill/West Street, which one hopes means in via the Bull Ring and out towards West Street – a previous application postulated direct access from West Street, against the one-way flow. The arch between 2 & 3 West Street (Cobham Mews) can't be used as parking bay 5 blocks the end of it.

Permeable paving will be used for access and parking areas. I have assumed that the striations across paths indicate ramps rather than steps.

There are four cycle racks for Block 1, 5 for Block 2 and 2 for Block 3, all open-air.

Some Block 1 bin stores open into the back of a garage, some to the exterior (on the elevation with the hallway doors on) and bin storage for blocks 2 & 3 is opposite the front doors against the boundary wall/fence. Providing the single bin drawn for Block 1 is an error for two (all other bins are drawn as pairs) there are enough for all 17 flats

Documents supplied (12/3/19)

Location & Site plans;

Elevation and Floorplan drawings

Planning Statement (PS)

Design & Access Statement (DAS)

Two artist's impressions in colour.

Three consultee comments have been lodged – AVDC Ecologist, AVDC Parks & Recreation, BCC Archaeology and Thames Valley Police's Crime Prevention Design Advisor

The following documents referenced in the DAS/PS have not been submitted

- Transport Statement (PS ¶ 2.24 p11); there is only a 3-page Transport Survey (DAS App. B) showing significantly fewer traffic movements than the car park use.
- Drainage Statement (PS ¶ 4.23 p26)
- Utilities Statement (PS ¶ 4.27 p27)

Parish Support elicited the following from the technicians in response to my enquiry about these missing documents: *"I have just spoken with the agent and he confirms the planning statement is to be read in conjunction with the DAS and there are no separate documents. The agent will also put this confirmation in an email."*

Planning Statement

The site (including Summerhouse Hill and the shops and backlands along West Street and Market Hill from Hamilton House to the Kings Head) was designated for mixed use retaining shopping frontages in AVDLP, and a smaller area (removing the buildings fronting West Street) 'deliverable for development' in the HELAA for VALP (site BUC040). The BNDP allocates the same area (policy EE2) for mixed use development including residential.

There is a lengthy list of planning applications for this and neighbouring sites which omits the one for Summerhouse Hill which varied the type and number of dwellings from 25 flats and 24 houses to 36 flats and 24 houses (bringing the dph up to 167 from 136, double that for this site)

¶s2.27 – 29 detail the pre-application discussions with AVDC. These include

- For flats, shared amenity space would be appropriate, and as this is a town centre site with access to green space, a lesser provision for flats could be considered.

Members can see from the plan on the previous page that this has been taken as provision of a few shrub beds.

- Adequate provision will need to be made for refuse and recycling provision.

There is nothing in the documents on refuse collection, whether a bin lorry can access the site, turn if the parking bays are occupied in order to come out forwards, or whether residents are going to have to haul the bins to a collection point – and if the lorry will not be entering the site, 17 bins clustered at the Market Hill entrance will be quite an obstruction. Even bringing the bins into the car park area for residents of Blocks 2 & 3 could be further than residents are expected to haul their bins. The single storey dwellings at the top end of the site are likely to be favoured by tenants with health problems or restricted mobility, and they would have the longest distance to move their bins.

The pre-application discussions do not seem to have included the meaning of 'mixed-use development'.

Clerk's Comments:

1. Mixed-use development:

The 2007 Design Brief (p3: Development Principles) states

The Council [ie AVDC] supports the residential development of part of this site as the first phase of the comprehensive plan, together with the link to Market Hill being developed primarily for commercial uses. The Council recognises that further commercial development within this site will follow in future phasing and

There should be a mix of residential and commercial uses both vertically and horizontally, and buildings (adjoining Market Hill/West Street) must be adaptable for both uses; a mix of retail unit sizes should be accommodated to help maintain Buckingham's differentiation from nearby retail centres.

The PS includes

3.33. As referred to previously, **Policy BU8** relates to two sites within Buckingham where the Council will give priority to schemes for the regeneration of under-used or vacant land. For the area between West Street and Moreton Road, proposals should be based on the retention of frontage shopping, and mixed uses including other retail, housing, offices or leisure uses.

As BU8 included Summerhouse Hill where there is no development other than housing, it might be construed that the remaining part of the site should attempt to remedy the deficit. Similarly with VALP:

3.39. **Emerging Policy D6** states that *"The Council will promote the sustainable growth and regeneration of Aylesbury, Buckingham, Haddenham, Wendover and Winslow. Within defined town centres, development proposals for retail, leisure, commercial, office, tourism, cultural, community and residential development will be supported (subject to compliance with other policies in the VALP) where they:*

- a) retain or enhance the town centre's historic character and appearance, vitality and viability*
- b) sustain or enhance diverse town centre uses and customer choice, incorporating residential accommodation above ground floor level where possible, and*
- c) are readily accessible by public transport, walking and cycling."*

And

3.42. As previously discussed, the site also forms part of a larger area (BUC040) identified in the Housing and Economic Land Availability Assessment (HELAA, Jan 2017) as being suitable for development for mixed uses such as housing, offices, retail and leisure.

And

EE2 – Allocation of land for retail, office and mixed development

Proposals will be supported for new mixed used developments at the locations shown in figures 9.3, 9.4 & 9.5. Office usage on upper floors, with residential development permitted on upper floor levels where the primary ground floor frontage is A1, A2, A3, A4 or A5 will be supported. This policy would only be applicable should the sites become available.

BNDP Policies HP4 (housing mix), DHE1 (planting), DHE2 & 3 (biodiversity), DHE6 (amenity), CLH2 (play provision), I1 (disabled access), I3 (rainwater re-use) and I5 (sewage capacity) are also listed as relevant, and the V&D Statement is referenced.

However this is not a mixed development, or a windfall site for 10 dwellings or fewer (HP7); and only the second sentence in DHE6 is quoted (full policy wording is

DHE6 – Provision of good quality private outdoor space

New developments will provide good quality private outdoor space, which will provide an area where people can spend quality time and enjoy their surroundings. In order to achieve a good living standard for future users of proposed development and its neighbours, it should be demonstrated that amenity has been considered and appropriate solutions have been incorporated into schemes.)

4.13. The scheme has sought to provide amenity space and landscaping that responds to existing facilities in close proximity and (ii) is consistent with the character of the accommodation proposed.

4.14. The location of the site benefits hugely from access to existing open and green space at Bridge Street Park and Heartlands Park, which are located within 500m of the site

Members may like to consider whether the huge benefits of Bridge Street playground and skate park comply with the first sentence of the policy.

2. Design
a) Block 1



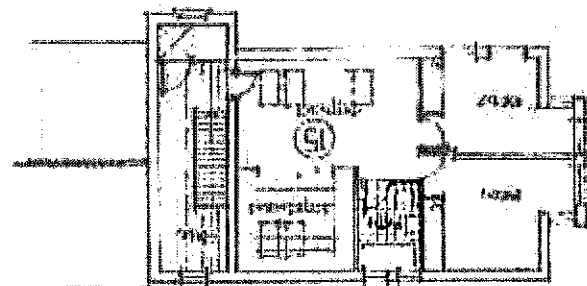


The people who live in Flat 8 (top floor, left hand end) have a double garage also at the left hand end of the block, meaning they have to walk their shopping etc. downhill to the gate at the right hand end of the block and all the way back up hill to the hallway at their end of the building. A remodelling of the store room at the left hand end could allow a through passage to make a shorter access – making a hallway access at this end of the building would involve the loss of a garage the stairwells are where the small single windows are). The right hand hallway which already is the full depth of the building at ground level could have a door in this wall as well for the convenience of residents of the central flats. The public area between the block and the boundary is very narrow and public access from the well-used and well-surveyed west side would be both more useful (for residents and postmen) and safer. The proposed doors on the east side of the stairwells could be retained but kept locked.

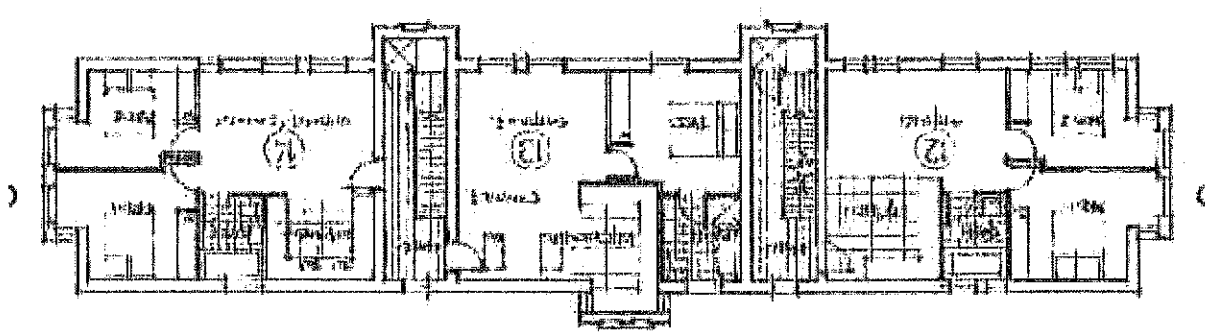
Access to the flats is proposed via a gate and described as 'secure' so presumably depends on the gate being self-closing and lockable. A locked gate prevents deliveries to the door, and both lock and self-closer may be awkward for residents with disabilities.

The cycle racks are presumably standard Sheffield hoops to which the cycle can be padlocked, and for this block are at the furthest accessible point, by the storerooms top left. It might be preferable to have undercover cycle parking in some of the store space (which could have access from the new cross corridor proposed above). Otherwise residents might prefer to take their machines into the hallways for safety, which clutters up the hallway and could be a hindrance to escape in an emergency situation.

- b) Block 2 (note that the floor plans have been rotated to match the elevation drawing, and the orientation of the Block 1 drawings above)

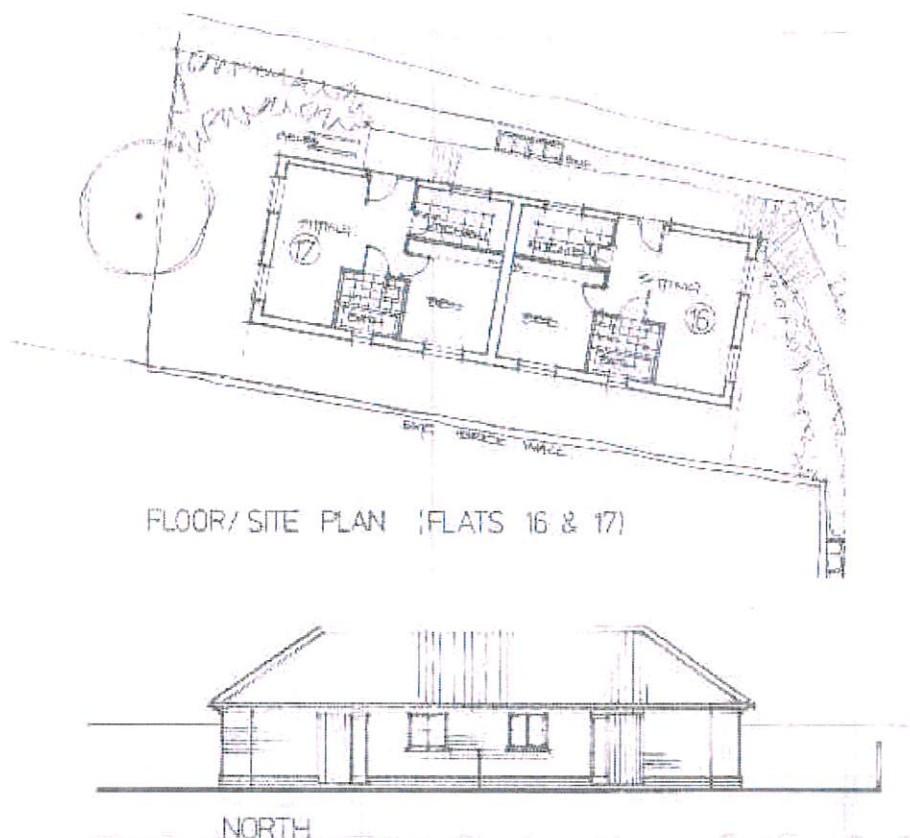


Second Floor



First Floor

c) Block 3



Front faces the Summerhouse Hill fence



Showing the amount of space between the building and the boundary fences



The site for the bungalows, Summerhouse Hill to the right
Photo taken from just inside the existing gate

The doors to this block face north, towards the wooden fence which bounds Summerhouse Hill and quite close to it, and the boundary between the rear of the building and 6A West Street's garden is also close. There is a small amount of amenity space at the end of the block.

It has 2 cycle stands at the furthest reach of the pathway beyond the bin area.

3. Access and Parking

4.19. The site is in a highly sustainable and accessible location, which maximises the opportunities for non-car borne travel. There are a range of local services and facilities within a short walk of the site. Furthermore, the site is well served by public transport with a wide range of bus services stopping close to the site.

- 4.20. The Transport Statement submitted as part of the application states that the proposed development will result in a significant reduction in the number of vehicle movements using the current access.
- 4.21. Cycle Parking has been provided by cycle parking areas within the secure accesses to the flats and the provision of lockable storage.

The first two sentences of ¶4.19 are accurate; the last sentence depends on the definition of 'close' – the nearest bus stops are at Sainsbury's and the High Street (Moreton Road only serves Maids Moreton).

The Transport Statement is not available at time of writing (and according to AVDC is the DAS Appendix B referred to above)

4. Permeability

The 2007 Design Guide says (p4):

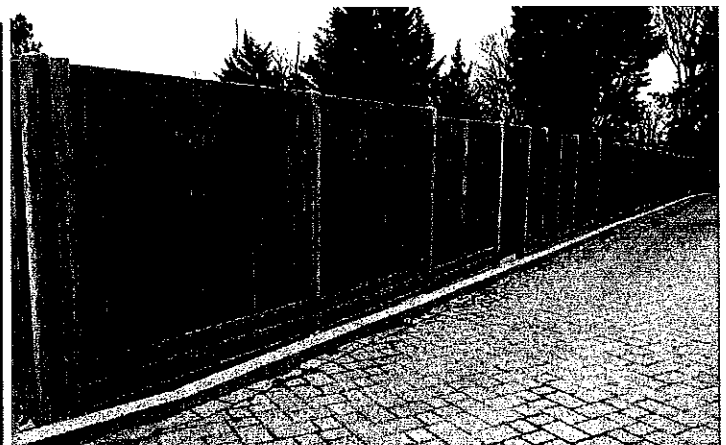
The layout should provide for connection into the surrounding pedestrian, cycle, and highway network. A formal pedestrian link should be established running north to south through the development between Overn Crescent and Market Hill/West Street, and an east/west link should be established between the woodland park adjoining Western Avenue and the Moreton Road. *[This last one exists: there are ramped accesses from Summerhouse Hill into the woodland behind Castle House and paths into Western Avenue Car Park, and of course Summerhouse Hill gives on to Moreton Road].*

The possibility of additional pedestrian links between the development and Market Hill e.g. running through Fleece Yard should also be explored.

The DAS says

- 2.26. From the outset, the design objective has been to enhance the environment by introducing a residential development that respects its surroundings whilst also optimising the use of land, and improving permeability with an easily navigable layout to the benefit of existing neighbours and future residents.

However, while the layout might be easily navigable, the gates which provide security to the frontages are an obstacle to easy movement (and as one of the few apartment developments in the town with lifts it is likely to appeal to people with mobility or health problems); if the storage areas at the end of Block 1 are to be rented to residents of the other blocks they have to walk the length of Block 1 to the gate and then the length of the block back up hill to access the storerooms. It is also obvious that passage through the development to Summerhouse Hill (and then to Western Avenue car park) is to be blocked - though this gate is not locked at present, it will be behind the proposed security gate. The gate in the boundary fence has a notice on the side facing into the site, but not on the other:



Summerhouse Hill side of the fence, with (darker panel) gate

which hardly improves permeability of the site. If it can be used by residents, parking along this fence in Summerhouse Hill may become a problem as vehicles will be closer and better surveyed (from Summerhouse Hill flats) than in the parking court below. The road is not really wide enough to accommodate on-street parking, and it seems unfair to detrimentally affect the amenity of the existing residents. As noted above, there are currently 40 parking spaces used by businesses in the area, and these vehicles would be displaced (there are 42 spaces at Western Avenue), so there will be several employees of the nearby companies who will have to park elsewhere and walk in. There are currently access points from beside Wheeldon House, and through the arch between 2 & 3 West Street, and the space between 6 & 7 West Street, though the last may be informal.

Residents of Summerhouse Hill will also be forced to walk out via the access on Moreton Road – a long way round if the destination is Bridge Street, Castle Street/Hunter Street or West Street.

The DAS notes:

- 2.6. As part of a planning history search conducted on the Council's online application register we note reference was made to the "informal" provision of pedestrian access across our application site as part of Planning Consent ref 12/02104/APP. However, this application did not include the proposed site as part of its application area and no notice was served on the owners or agreement reached to support the *informal arrangement noted*.



Top of site looking down to Wheeldon House



Top of site looking towards West Street archway

5. Flooding and Drainage

The site is in Flood Zone 1 so there is no Flood Risk Assessment. However experience shows that heavy rain runs off permeable paving rather than sinks in and the slope of the site and shape of the entrance will channel the stormwater into a torrent which will then flow into a stretch of Market Hill with no pavement. There is no indication of an assessment of and remedy for this.

The PS contains

- 4.23. The proposed surface water drainage strategy is set out within the accompanying Drainage Statement.

The DAS contains

- 5.11 The scheme will include the provision of a fully attenuated storm and foul water drainage system, further helped by the use of permeable paving solutions for both parking and pedestrian areas, maintaining the ground water levels as existing.

No other Drainage Statement is being made available (see response on p3).

The 2007 Design Guide says (p8):

14. Drainage A sustainable drainage system (SuDS) should be developed for this scheme, to incorporate appropriate elements of permeable surfacing, retention features, and pollution control. Emphasis should be placed on infiltration wherever possible. Design of the site specific system should be in accordance with

‘CIRIA 522 Sustainable Urban Drainage Systems – Design Manual for England and Wales’ and will need to be considered at concept layout stage.

A flood risk assessment will need to be carried out in accordance with criteria established by the Environment Agency.



This photo was taken c2pm on Tuesday 2nd April, after a lengthy dry period and a morning of light rain. The existing car park surface is part hardstanding and part crushed stone, and the brick paving is supposed to be permeable.

6. Utilities (PS)

Utilities and Foul Drainage

4.27. Please refer to the utilities and drainage statements submitted with this application.

Not available.

7. Affordable Housing

The BNDP only requires AH for sites over 1 ha or 25 dwellings and AVDLP policy GP2 requires 20% - 30% on sites with the same criteria.

VALP's (Emerging Policy H1) criteria are 11 dwellings and sites over 0.3 ha for 25% AH; this would mean 4 or 5 affordable flats.

4.31. The proposal is based on a private rental model whereby the applicant will retain the freehold interest. The scheme can provide long term rental properties for member of society that may not be able to afford to purchase their own homes, in an area where house prices exceed the national average.

I take this paragraph to mean that there is no requirement for an Affordable element until VALP is made.

8. Refuse collection

See above, p3.

9. Archaeology

BCC's response contains:

If planning permission is granted for this development then it is likely to harm a heritage asset's significance so a condition should be applied to require the developer to secure appropriate investigation, recording, publication and archiving of the results in conformity with NPPF paragraph 199. With reference to the NPPF we therefore recommend that, based on the advice in DOE Circular 11/95, any consent granted for this development should be subject to the following condition:

No development shall take place, unless authorised by the local planning authority, until the applicant, or their agents or successors in title, have undertaken of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the planning authority.

The archaeological investigation should be undertaken by a professionally qualified archaeologist working to the agreed written scheme of investigation based on our on-line template briefs and take the form of a strip map and sample excavation.

10. Overlooking of neighbouring property

Mainly 6A West Street; the Block 1 windows overlooking the Old Latin House are bathroom and landing windows, and Block 2 overlooks the top end of its garden, not the house.

11. Ecology

In the absence of the Ecological Statement (which was promised as 'to follow') the AVDC Ecologist is asking for 10 swift boxes to be integrated into the buildings

12. Parks & Recreation

AVDC is asking for a financial contribution for a sport/leisure project to be agreed with the Town Council.

13. Crime Prevention

Thames Valley's comments are so comprehensive they have been appended in full:-

Thank you for consulting me about the above planning application. Taking into consideration the likely impact on police resources this development may have and more importantly the safety and security of future occupants I am unable to support it at this stage.

I have significant concerns relating to the lack of surveillance and the lack of detail on security measures throughout the plans, this however could be addressed with the submission of additional documents and appropriate amendments to the submitted plans.

The National Planning Policy Framework demonstrates the government's commitment to creating safe and accessible environments where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion. It is important to consider all appropriate crime prevention measures when viewing proposals and additional considerations have been provided below.

Flats 1-8

Block Configuration: The illustrative documents suggest that there is a considerable walk to from where a resident is expected to park their vehicle and to the communal door of the dwellings. **The applicant should revise the design of the building to enable residents living in the northernmost apartments to have access through to their stairwell from this end.**

Fenestration: From the illustrative plans the applicant has not provided sufficient windows along the eastern elevation of flats 1-8. Windows will allow informal surveillance to be provided over the communal space, enhancing security. Windows should always be located on active rooms which include kitchens and living areas, rather than bathrooms and bedrooms. **I ask the applicant to provide additional surveillance via windows along this elevation from active rooms.**

Northern Outside Space Boundary: The illustrative documents suggest that there is a boundary located at the northernmost elevation of the block for flats 1-8. I am unsure currently how the applicant intends to secure this to prevent the circular flow of residents and excessive permeability of the site. To aid in creating a sense of ownership over this space from the residents of block A, I ask that **this be appropriately secured with 1.8m visibly permeable, hard to climb railings.**

Cycle Facilities Location: I have concerns over the location of the cycle storage facilities. It is unlikely that a resident who is located at the south side of this block will walk to place their cycle in the designated area at the north side of the block. They may be lead to leave them in the semi-private communal hallways of the development, causing neighbour dispute and blocking emergency egress routes. I ask the applicant to **provide additional cycle storage closer to the southern communal entrance for this block. This should be appropriately secured as outlined above.**

Garage Security: Flats 1-8 have been provided with individual garages located on the lower ground floor of their block. I have concerns that there is currently no provision for any security here, particularly with the lack of surveillance also afforded to this fascia. If an illegitimate individual was to gain access to a garage, they are then in an enclosed, unobservable space, and so could continue unobserved and uninterrupted. I ask the applicant to **ensure the garage doors serving apartments 1-8 are appropriately secured to prevent unauthorised access by illegitimate individuals.**

Northern Storage Facility: To the northern side of the block containing flats 1-8, the applicant has included a 'Store' space. It is unclear from the submitted documents who this space is intended to be used by. I ask the applicant that **this is secured to PAS24 standard with fob access only available to those who are legitimately able to use it.**

Flats 9-15

Defensive Planting: I have concerns about the lack of defensive planting along the western elevation of the block containing flats 9-15. The ground floor windows are located in close proximity to the proposed main entry route for flats 9-17. If residents do not feel like they have a suitable level of privacy, they are likely to shut their curtains and withdraw surveillance from the area. **To prevent this, I ask the applicant to provide defensible space of a minimum of 1m wide hedging for any ground floor windows on this elevation.**

Private Amenity Space: From the illustrative documents it appears that the applicant has left a small area of communal space that runs behind the length of flats 9-15. I have concerns that this could become a gathering location or could provide sufficient cover and hiding spaces for a potential offender. I would also currently consider this to be excessively permeable, creating multiple offender escape routes. I ask the applicant to **secure this area with hard to climb, visibly permeable, 1.8m railings and fob-only access controls.**

Lack of Cycle Facilities: From the submitted documents I can find no reference to where the applicant intends to include cycle storage facilities for this block. It would not be suitable for the residents of this block to leave their cycles at the storage facilities for other blocks and they may feel uneasy doing so, once again leading to them being brought into the semi-private areas of the development. I ask the applicant to **amend the submitted documents and confirm the location of the proposed cycle storage for this block prior to any planning approval being granted.**

Parking Allocations 9 – 17

The illustrative documents suggest that the applicant intends for residents of apartments 9-17 to park in an outside carpark located to the west of the site. I have significant concerns due to

the lack of surveillance over this area. Parking spaces should be easily observable from the dwelling that they serve and ideally should be located as close as possible to the front door of those dwellings. Residents are likely to try to park instead on the road located to the North of flats 16 and 17, as for many of them this will be closer to their front door and may even provide them with increased surveillance over their vehicle. This can cause neighbourhood disputes and the potential blocking of emergency egress routes. **I ask the applicant to revise plans to provide a suitable level of surveillance over these parking spaces by the dwellings that they serve. Parking courts should also be secured with 1.8m boundary treatments and gate which can be fob-accessed without the need to exit the vehicle.**

All Blocks

Entry Security: From the submitted documents it is not clear how the applicant proposes to provide adequate security to all apartment blocks. Access controls are vital to provide a minimum level of security in communal developments of this size. Their installation can prevent access, antisocial behaviour and criminal activity from people who do not have a legitimate purpose to be in the building. **I ask the applicant to provide details on the access controls for all communal entry points prior to any planning approval being granted. Fob access control should also be implemented on the outside access gate that services apartments 1-8.**

Postal Services: I have concerns as to the lack of postal provisions for any of the apartment blocks outlined in the submitted documents. Unrestricted access to private areas of the dwelling via a trades button fundamentally undermines the physical security of the development and provides a legitimate excuse for an unauthorised person to be in a private part of the development. **I ask that postal services are either provided via secure post boxes externally or that they are located within a secure lobby at the front of the communal entrance also provided the development with a second secure line helping to deter tailgating.**

Cycle Security: From the plans provided the cycle storage for all blocks has been left insecure. If cycle storage is not provided with a suitable level of security, residents can feel uneasy leaving their cycles in this space. They may then bring them into the semi-private communal hallways of the development, causing neighbour dispute and the blocking of emergency egress routes. **I ask the applicant to provide sufficient security to all cycle parking bays by affording them with a secure enclosure and a fob/key access lock.**

I hope that you find my comments of assistance in determining the application and if you or the applicants have any queries relating to crime prevention design in the meantime, please do not hesitate the CPDA Team. CPDA@thamesvalley.pnn.police.uk.

KM

March 2019