



BUCKINGHAM TOWN COUNCIL

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Town Clerk: Mr. C. P. Wayman

13th February 2018

Councillor,

You are summoned to an Interim meeting of Buckingham Town Council to be held on **Monday 19th February 2018 at 7pm** in the Council Chamber, Cornwalls Meadow, Buckingham. The Interim meeting will be preceded by an informal meeting of Buckingham Town Council to discuss the election of a Town Mayor for 2018/19.



Mr. C. P. Wayman
Town Clerk

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

AGENDA

1. Apologies for Absence

Members are asked to receive apologies from members.

2. Declarations of Interest

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

3. Major Application – Additional Plans

BTC/68/17

Land North Of A421 Tingewick Road Buckingham Buckinghamshire

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 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.

BDW North Thames

Additional Plans & Documents (45)

- *Design Code*
- *LEAP equipment (2)*
- *NEAP equipment*
- *Ecological Management Plan*
- *Arboricultural Report*



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.

- *Hard Landscape proposals (16 sheets)*
- *Soft Landscape specification*
- *Soft Landscape Management Plan*
- *Soft Landscape proposals (18 sheets)*
- *Tree Protection Plan (2 sheets)*
- *Tree Report*

- 4. Wates presentation (Full Council 20/11/17; Minute 520/17 refers)**
To receive for information Wates' responses to Member's comments.

Appendix A

5. Chairman's Announcements

6. Date of next Meetings:

Full Council
Interim Council

Monday **12th March 2018**
Monday **9th April 2018**

To: All Councillors

**BUCKINGHAM TOWN COUNCIL
INTERIM COUNCIL
MONDAY 19TH FEBRUARY 2018**

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

Background

This is the first of the detailed planning applications for 16/01218/AOP - Application for Outline Planning Permission with access to provide up to 400 Residential Dwellings (including Affordable Housing), Open Space including Play Areas and sports and related 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. Permission granted 25/1/17.



The site is on both sides of the Tingewick Road west of the old railway; the smaller part to the north between the allotments and Field House Nursery, and the larger area to the South bounded by Gawcott Road and the bypass. There is one access into the small site ("C") and two to the larger – "A" is the primary access, to the east between the two attenuation ponds, and "B" to the west. Neither forms a crossroads with "C". The yellow dots show the line of an existing Right of Way footpath.

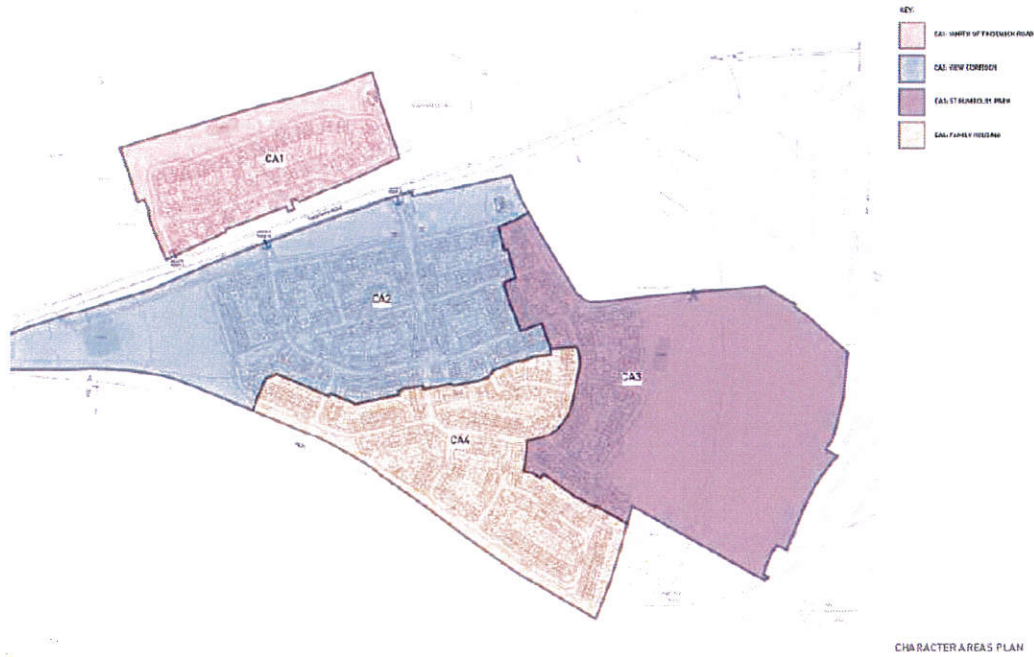
Drawings & documents received

A number of items listed in the Planning Statement but missing at the 22nd January 2018 meeting have now been supplied, and appropriate amendments made to the original report (highlighted). The primary document is the Design Code.

1. Design Code (selections from the text are in normal font, Clerk's comments in italics)

Chapter 5: Character Areas

4 Character Areas are described.



CA1, the smaller site.

(¶ 5.4, p22) This character area comprises outward facing development that overlooks open countryside to the north and the allotment gardens to the east. Properties in this character area are either 1.5 or 2 storeys in height, a mixture of detached or semi-detached properties with a more organic curving building line reflective of the edge of settlement location.



Street scene facing fields to north



Double fronted units on key corners



Shared surface loop roads

CA2; larger site, the grey area facing Tingewick Road

(¶5.5, p24) The View Corridor character area encompasses the primary street and is focused on views that face east towards St. Rumbold's Park and the view of Buckingham Church, and west towards open countryside. This is achieved via a series of west to east running streets that allow glimpsed and framed views along their routes. Additionally, the linear park along the northern boundary ensures more open views towards Buckingham are allowed. The use of views and landmarks will help people to navigate around the scheme, while delivering a design that responds and relates to its setting.

(¶5.6, p24) Although, there are also some short terraces within this character area, buildings are primarily a mixture of detached and semi-detached properties fronting the primary street or smaller focal spaces. The primary street is gently curved which allows buildings to have a variety of set-back distances and adds interest to views along its route. Sections of the street are tree lined on one or both sides and garages are stepped back to add further variety to building lines.



Street scene across The Avenue facing Tingewick Road



Double fronted units form gateways



2½ storey dwellings along key routes to aid in legibility of the site

CA3; larger site, the purple area to the east including the Park

(¶5.7, p26) The St. Rumbold's Park character area comprises low density 2 to 2.5 storey housing located along the eastern fringes of Area 2. This character area comprises outward facing development that overlooks St. Rumbold's Park. Properties in this character area are larger detached properties with a curving building line that helps to create a greener edge character.



Street scene facing the park



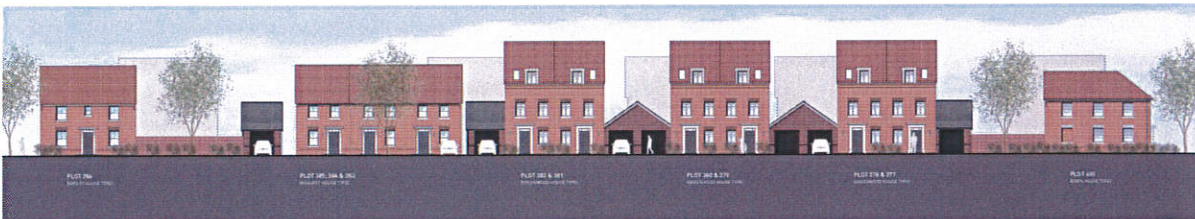
Private drives enclosed by timber fencing Bay windows provide natural surveillance

CA4; larger site, the brown area to the south facing the bypass

(¶5.8, p28) The Family Housing character area is located within the centre and southern edges of Area 2. This is higher density development with a mixture of some short terraced, semi-detached and detached properties. Roads are straighter with some opportunity for tree planting in verges and building lines tend to be continuous creating enclosure to the street scene.



Illustrative street scenes actually show (above) Plots 97-89 in Character Area 2 (the street in the middle of the grey area, crossing The Avenue; the gap on the right is The Avenue, the 3 buildings to the left are Affordable Housing, the 2 to the right Open Market housing). (below) the remainder of this cross street to the site boundary – all these are Open Market houses.



Higher density terraced housing creates a strong frontage Built form creates a strong enclosure to the street

2. Site Plan; Location Plan; Site Layout with accommodation breakdown in margin

The Site Layout shows two (red starred) Gateway Entrance Features, one each side of entrance A, for which one is referred to the Landscape Plan for further details; there is no mention (not even a map symbol) of these on the Landscape Plan. Doubtless there will be an explanation in the (as yet unsupplied) Design Code. *These are either to be structural trees, or a piece of public art, it is not clear. Samples of public art are shown on p63. Other areas for public art are listed as the central square and the park.*

3. Planning Statement (overview of the application remit)

Includes details of the Outline Plan and conditions, and a list of drawings & documents to be supplied.

4. Phasing Plan

Phase 1 (central area) – Access point “A” – 83 private & 55 affordable homes

Phase 2 (eastern area) – Access via Phase 1 – 90 private & 43 affordable homes

Phase 3 (western area and smaller site) – Access points B & C respectively – 87 private & 42 affordable homes

Total: 260 private & 140 affordable dwellings (note that the Detailed Schedule (13, below) does not entirely agree with these totals).

5. Affordable Housing Plan



As can be seen, there is no Affordable Housing (marked with red dots) in the smaller site, or in any of the areas on the eastern side apart from those adjacent to the works at High Acre Farm. All the flats in blocks are Affordable, and one adjacent flat over a courtyard entrance; there is one sale two-bedroom flat, over garages in the northwest of the site (Plot 121).

The AVDC Affordable Housing Officer has commented, after approving the number, distribution, types, tenure and phasing

"In order to contribute to satisfying local housing need some of the affordable units are 1 & 2 beds whereas there appear to be few smaller open market units. More small open market units would be preferable to help ensure tenure blindness. In any event I would emphasise that particular attention should be paid to design, materials, build quality etc., to ensure that affordable and open market units are indistinguishable from each other."

She has also asked that where possible attempts to make units easily accessible and adaptable for those with mobility issues should be made.

6. Parking Strategy Plan

Only the private houses have garages, and all but 5 of these are 6x3m internal dimensions, with one or two driveway spaces in front of it depending on the house size. Most of the affordable houses do not have garages, *see what the Affordable Housing officer says above about 'tenure blindness'* and have forecourt parking at right angles to the street (this can't really be called driveway parking as the public footpath separates the house from the parking spaces) or courtyard parking. The 5 smaller garages are a set of three with a flat over, 2 of them 2.7m x 5.5m and one 3.5m x 5.5m, and two car ports both 2.7m x 5.5m with an archway between and a flat over all.

The Pre-Application Advice (¶3.3, p11) includes:

- Parking courts should be omitted with garages brought forward to discourage parking of more than two cars;*
- Instead of parking courts, consider how on street solutions may result in a better design outcome e.g. a square.*

Visitor parking spaces are distributed at intervals in most of the streetside ranks. There is also visitor parking in laybys around the perimeter and a couple of spaces on the Focal Square. Parking for the blocks of flats is in adjacent courtyards.

There are 234 of the large garages and 5 of the smaller
735 'allocated parking spaces' ie driveways and roadside bays
77 visitor spaces
Total 1046. This is over guideline requirements.

Cycle Parking & storage (p 62):

6.58 As part of the design proposals the majority of dwellings are provided with oversized garages measuring a minimum of 6x3m internal. This measurement allows sufficient room for a car to be parked as well as for cycle storage.

6.59 All dwellings that do not have a garage will be provided with a garden shed, located in their rear garden for cycle parking and storage.

7. Building Heights Plan

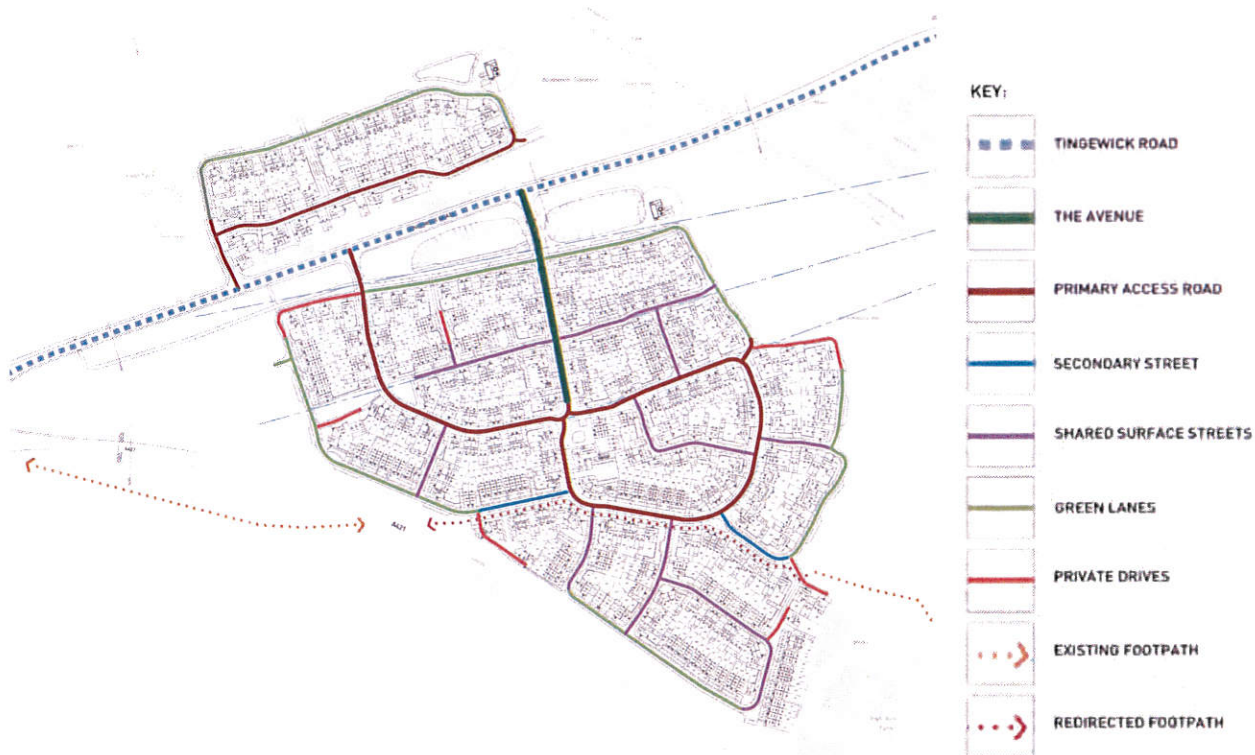
The two blocks of flats are 3-storey; the rest of the houses on the larger site are randomly distributed 2½- and 2-storey (all the ones facing the Park are 2-storey) and the on the smaller site the rank along the road are 2-storey, and the rank at the rear 1½.

2½- & 1½-storey houses have bedrooms in the roof-space with dormers and/or skylights.

8. Finished Floor Levels and Ridge heights (sheet 1 large site, sheet 2 small site)

9. Street Hierarchy Plan

The main internal road (“The Avenue”) runs straight from Access A to the Focal Square at the approximate centre of the large site *and will have seating, structural trees and a grassed area.*



PRINCIPLES OF HIERARCHY OF STREETS AND SPACES

(¶ 6.43, p48) The development’s street pattern is based on a regular pattern of connected streets around perimeter blocks of development. A hierarchy of streets is created which is easy to navigate for all users, pedestrians and cyclists not just motor vehicles.

(¶ 6.44, p48) The overarching design principles aim to: Accommodate safe movement for all users (pedestrians, cyclists and vehicles);

- A street hierarchy that comprises a primary street that loops through the core of the development providing access to the secondary streets;
- Street width that varies dependent on the context of built and landscape form;
- A primary street that is tree lined along part of its length with the addition of feature spaces that add character and encourage legibility;
- Streets are enclosed by the scale and arrangement of buildings, as well as by landscape features such as street trees;
- Feature spaces framed by key note buildings to establish landmark spaces within the layout;
- Semi-continuous building lines fronting routes to create a strong sense of enclosure;
- Properties face the street with parallel frontages, and in general, frontages are minimal;
- The narrowing of the carriageway and/or the street to create ‘pinch points’. Positioning buildings so that they act as ‘pinch points’ or ‘gateways’;
- Where appropriate, the removal of the traditional footway-kerb-carriageway arrangement and the use of well designed ‘shared surfaces’ to create streets for all; and

- Carefully restricting forward visibility through the arrangement of buildings, the building line and landscape treatment.

(¶6.45, p49) The street hierarchy focuses on the Avenue and Primary streets which form a loop linking to the main site entrances off Tingewick Road. Connected to the primary street will be a number of secondary streets and shared surfaces. These roads differ from the primary route in providing more direct access to dwellings, with reduced carriageway widths, junction spacing and junction visibility. Beyond these will be a series of quieter shared surface roads and green lanes providing access to the majority of dwellings. Along the edges of the development and the open spaces will be a series of private drives and green lanes providing access to a limited number of dwellings.



"The Avenue"



"Primary Street"



"Secondary Street"



"Shared Surface street"



"Green Lane"



"Private Drive"

Widths and other details are on page 10.

Note that the Design Speed is 20mph throughout; if BCC do not confirm this, and provide signage, some of the block paving surfaces might not stand up to higher speeds. Key crossing points and junctions are to be block paved.

Shared Surface streets, Green Lanes do not have footpaths.

Traffic calming on Primary Streets will mainly be carriageway deflection - switching tree planting to the other side.(¶6.50, p51)

Secondary Streets will have "opportunities for on-street parking to add activity to the street scene".(¶6.51, p52)

Shared Surface streets (no footpath) nevertheless "will include reduced kerb heights, which would still provide a means for visually-impaired people to navigate by." They will also "incorporate street planting and water channel features."(¶6.52, p53). Quite what a water channel feature is, unless it just means a drainage gutter, is not explained.

Green Lanes: "The green lanes have a narrow carriageway width of 4.8 metres and serve a relatively small number of properties. These lanes are located on the edge of

the layout opposite areas of green space. Where these routes merge with shared surface roads they adopt a similar 'shared surface' style. Building arrangements are informal in character along these routes with some buildings located with their gables fronting onto the street. On-street visitor parking is provided to one side where appropriate." (§6.53, p54).

Private Drives: "These lower category streets run along the perimeter of the development parcels and the open spaces where one-sided development occurs. They provide direct plot access to a limited number of dwellings. On-street visitor parking is provided to one side where appropriate. (§6.54, p55). However, a couple of these 'private drives' are not cul-de-sac, and there is no mention of whether the end will be bollarded or otherwise barred off from the continuation street (a line on the drawing may just be a kerb), and reference to the map shows that one, in particular could be used as a short cut as the alternative is quite long. Private drives are red; both of these continue as a "green lane".



Western end, access B



Eastern end, by park

10. Refuse Strategy Plan; Refuse Vehicle Tracking (Area 1 small site, Area 2 large site)

The roads on the small site form a loop and all houses have kerbside collection.

The majority of houses on the large site will have kerbside collection. For those on private drives and other inaccessible areas, collection points are marked with 25m circles (the distance a binman can be expected to collect from) and 30m (the distance a householder can be expected to deliver to).

A lot of the terrace houses have lengthy private paths to haul their bins along before positioning at the front for collection (the length of the garden, plus the widths of one or more gardens and then the length of house and garden to the street). The alternative would be to take the bin through the house – or leave the bins out at the front permanently.

	THE AVENUE	PRIMARY STREET	SECONDARY STREET	SHARED SURFACE STREET	GREEN LANES	SHARED PRIVATE DRIVES
CARRIAGEWAY WIDTH	7.5M	5.5M	4.8M	4.8M	4.8M	4.6M TO 4.8
FOOTPATHS	2M	1+2M	1+2M	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
SERVICE MARGINS	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	1M (EITHER SIDE)	1M	NOT APPLICABLE
SERVICES	TO BE ACCOMMODATED WITHIN HIGHWAY	TO BE ACCOMMODATED WITHIN THE HIERARCHY	TO BE ACCOMMODATED WITHIN HIGHWAY	IN SERVICE MARGINS	IN SERVICE MARGINS	NOT APPLICABLE
CARRIAGEWAY SURFACING	ASPHALT	ASPHALT	ASPHALT	BLOCK PAVING OR SIMILAR APPROVED	BLOCK PAVING OR SIMILAR APPROVED	BLOCK PAVING OR SIMILAR APPROVED
KERBING	125MM KERB FACE	125MM KERB FACE	125MM KERB FACE	FLUSH KERB AND/OR PCC BULL NOSED KERB 20MM UPSTAND WHERE DRAIN-AGE REQUIRED	FLUSH KERB AND/OR PCC BULL NOSED KERB 20MM UPSTAND WHERE DRAIN-AGE REQUIRED	PCC BULL NOSED KERB 20MM UPSTAND
FOOTWAY SURFACING	ASPHALT	ASPHALT	ASPHALT	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
DESIGN SPEED	20MPH	20MPH	20MPH	20MPH	20MPH	20MPH
VERGE WIDTH	2M	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
CHARACTER AREA	CA2	CA1/CA2/CA3/CA4	CA1/CA2/CA3/CA4	CA1/CA2/CA3/CA4	CA1/CA2/CA3/CA4	CA1, CA2, CA3, CA4
NO. OF DWELLING SERVED OFF ROAD	NA	NA	NO MORE THAN 75	NO MORE THAN 50	NO MORE THAN 50	NO MORE THAN 5
ADDITIONAL INFORMATION	BLOCK PAVING TO DEFINE KEY CROSSING POINTS AND JUNCTIONS	BLOCK PAVING TO DEFINE KEY CROSSING POINTS AND JUNCTIONS	BLOCK PAVING TO DEFINE KEY CROSSING POINTS AND JUNCTIONS	BLOCK PAVING TO DEFINE KEY CROSSING POINTS AND JUNCTIONS	NA	NA

STREET HIERARCHY TYPOLOGIES TABLE

11. Drainage Strategy (sheet 1 large site, sheet 2 small site); Flood Risk Assessment & Drainage Strategy Compliance Report (Discharge of Conditions 11 & 15)

All Storm Water and Foul Water systems will be built to adoptable standards. Foul Water from the small site will be pumped to the larger site, and thence feed by gravity into the existing sewer in Gawcott Road via the southern edge of the Park.

The attenuation pond on the small site will have a connection via the field to the north to the river, flow at greenfield rates (ie the same as if the field had not been built on).

The attenuation ponds on the larger site will discharge into the existing ditch along the Tingewick Road at greenfield rates, and from there into the river.

Anglian Water has confirmed that the existing foul water network can cope with the additional flows.

The FRA includes an assessment of the Cemetery & Allotments site (15/01242/AOP, as yet undecided). Surface water flooding is considered low risk, and the soil is capable of some infiltration, and the SuDS and attenuation ponds will take care of the excess.

St Rumbold's Well is downhill of the housing site, and is marked on some drawings, but not referenced in the text so far as I could see.

12. Landscape Masterplan (for general descriptions and species see Design Code pp36 & 39, and drawings pp 37 & 38)

The eastern end of the Park, alongside the Scenic Walk and round to opposite Sandhurst Drive, is to be planted as woodland as part of the ecological strategy.

Otherwise there is the usual ornamental, and 'structural' tree planting, plus evergreen shrubs in frontages and mixed native hedging on boundaries to provide wildlife corridors. No surprises in the species list. There is an area of wildflower planting in the western open space, adjacent to the bypass boundary.

The following documents/drawings have now been added to the website:

Tree Report, Tree Reference Plan, Tree Protection Plan (2)

Arboricultural Impact Assessment, Method Statement and Tree Protection Plan

Soft Landscape Proposals (18 drawings, Specification and Management Plan)

Hard Landscape Proposals (16 drawings) Design Code ¶¶6.55-6.57, pp56-59

Detailed Play Area Proposals (3 documents; 1 NEAP, 2 LEAP) NEAP drawing is on p41; LEAP drawings (identical) on pp 44 & 45.

13. Open Space Plan Design code ¶¶6.29-6.37, p42)

The main area of Public Open Space is the eastern part of the site between St Rumbold's Well, Gawcott Road, High Acre Farm and the new estate (the green area at the right hand side of the plan on p.1) which will have a LEAP adjacent to the houses. It is designated as St. Rumbold's Park.

There is also a large area west of the estate (the green triangular area at the left hand side of the plan on p.1) which is to contain a NEAP at its far (western) end.

There is a broad green strip leading eastwards from this which gives a view of the church.

Otherwise, on the southern site, there is a broad area along the side of the Tingewick Road (which contains two attenuation ponds and a pumping station) and a narrow strip along the east side joining up with the park, and on the smaller site there is a broad strip at the rear against the existing field which also houses an attenuation pond and a pumping station and a LEAP, with narrow green bands at each side and a small amount along the inside of the existing hedge along the main road. The Focal Square and some road junctions are shown as paved.

14. House plans and elevations; Detailed Schedule of Accommodation

The figures on the side panel of the Site Layout Drawing do not entirely tally with the figures derived from the Detailed Schedule. Figures in the table below are from the Schedule.

Housing types (D=Detached; SD=Semi-detached; ET=end terrace; MT=mid terrace; Mai=maisonette; FOG= flat over garage)

	1 bed (flats)	2 bed house 2 bed flat	3 bed house	4 bed house	5 bed house
Open market (total 258) (260)		8 MAI 1 FOG (total 9) 9	12 D 87 SD 6 ET 3 MT (total 108) 109	59 D 47 SD (total 106) 113	18 D 14 SD 2 ET 1 MT (total 35) 29
Affordable (total 142 = 35.5%) 140	18 18	34 SD 21 ET 16 MT 1 FOG (total 72) 68	38 SD 7 ET 3 MT (total 48) 52	4 SD 2	

Highlighted figures are from the Design Code

The density is 39 dwellings per hectare (Lace Hill is 32.6)

15. Apartment Blocks plans and elevations

Block 1 (plot numbers 100-109) - 3 floors, no lift;

9 x 1 bed flats (1 bed, 1 bath, 1 kitchen/dining/lounge), access via staircase lobby

1 x 2 bed flat over carports (1 bed, 1 bath, 1 kitchen, 1 lounge/diner), separate entrance

Block 2 (plot numbers 300-308) - 3 floors, no lift;

9 x 1 bed flats (1 bed, 1 bath, 1 kitchen/dining/lounge), access via staircase lobby

16. Enclosure details and other street furniture **Design code ¶6.25-6.28, p40)**

Plot boundaries: 1.8 high - a) brick; b) vertical close board; c) horizontal larch lap

Open space: a) 1.1m high black metal vertical railings; b) 1.1m high 'Parkland' railings (3 horizontals); c) 0.4m high timber knee rail. Bollards – square timber (to be approved).

17. Materials plan (details to be confirmed with AVDC) **Design code ¶6.2, p32)**

Bricks to be red or orange/red

Roof tiles to be grey, red/brown or red.

Both blocks of flats and some houses are to be rendered; some will have contrasting red brick cills, headers and eaves; some will have stone cills; some will have tile hanging (to match roof tiles) on the first floor.

Doors and garage doors will be grey or black.

Windows will be white.

Rainwater goods will be black.

18. “Street scenes” – 2 sheets, 2 aspects per sheet

(¶6.4, p33) It is anticipated that some of the dwellings will have front elevations close to the back edge of the footway (within 2 metres) in order to create a sense of enclosure along the main routes of the development, whilst other streets incorporate a more open aspect with elevations set back behind more traditional front gardens. In locations where gable ends of houses adjoin the street, additional windows are incorporated on these elevations to reinforce the level of surveillance of public areas.

Other developer documents now available on website –

19. Statement of Community Involvement

20. Ecological Management Plan (see also Design Code pp46-47)

Contains chapters on

General Maintenance & Maintenance schedule

Retention and enhancement of existing habitats, and new habitat creation

Protected species

Monitoring

KM

January 2018

February 2018 – Rev A, incorporating Design Code & Landscape Proposals

Buckingham Town Council Meeting 20.11.17

Wates Developments' Response	
Subject	
Planning Policy	
No mention of the Neighbourhood Plan (NP). Comment that site is allocated as employment.	The site is not allocated in the made NP (the employment allocation was in an earlier draft). The NP will influence the design of the scheme going forward.
The VALP is not adopted so the site has no allocation at all. We don't see eye to eye with the District Council.	Noted.
Sustainability	
Why would we welcome what is another "dormitory settlement".	The emerging Local Plan recognises that "Buckingham is the second largest town and a focal point for housing, employment, administrative and community facilities in northern Aylesbury Vale". The site is not of a sufficient size to support its own major infrastructure, for example a school, but it is within walking and cycling distance to a number of existing services and facilities. We believe the development would deliver a sustainable extension to Buckingham.
Where is the employment?	There are a number of employment opportunities within walking distance of the site within Buckingham Town Centre, at the neighbouring industrial estates and the Tesco store. Additionally, the NP allocates Site Q which is very close to this site and has the potential to provide further employment within easy walking distance.
Affordable Housing	
Why haven't you mentioned the amount of affordable housing?	This will be a point of discussion at the time of an application and will be informed by a wider debate on the financial contributions being sought and the site's viability.
We need a minimum of 35%, this is non-negotiable	This is noted and we are aware that BTC will be promoting this level through the Local Plan Examination. The outcome of this will inform our position.

<p>Connectivity</p> <p>There are limited crossing points and connectivity isn't good enough.</p>	<p>There is an existing Toucan crossing at the A421 / Osier Way junction. The proposals will deliver improved connections to the Osier Way roundabout by improving the existing footway to a shared footway / cycleway. A connection to the A421 / Gawcott Road roundabout will also be provided along with a new Toucan crossing across the A421. This will provide two designated controlled crossings of the A421 to ensure the site is well connected.</p>
<p>The schools are too far away from here and therefore the site is unsustainable.</p>	<p>The Department for Education states that walking distances of 2-3 miles to primary schools are appropriate. The 3 nearest schools to the site (George Grenville Academy, Roundwood Primary and Lace Hill Academy) are all within 1½ miles, well within this distance making walking to school a realistic option.</p> <p>We may need to contribute to the delivery of improved bus routes in the future, and these could be designed to incorporate improved connections to schools.</p>
<p>No good footpaths for access to the schools.</p>	<p>With some upgrading, we believe safe walking routes can be achieved to all 3 schools. Any future application would explore what improvements may be possible.</p>
<p>Why not provide an underpass or footbridge over the A421?</p>	<p>Underpasses and footbridges are unpopular and generally poorly used because of the time penalty and personal security concerns. Policy guidance promotes the use of at-grade pedestrian crossing facilities which provide priority to pedestrians and cyclists. This is what is proposed to connect the site, with Toucan crossings at Osier Way and Gawcott Road, consistent with the strategy implemented along the A421 corridor, including at Lace Hill.</p>
<p>Education</p> <p>There are 4 primary schools and 2 secondary schools, one of which is selective. Why can't you provide a new secondary school?</p>	<p>AVDC's Infrastructure Delivery Plan (Sept. 2017) states that schemes of 2000+ homes will be required to make either an on-site provision for a new secondary school or else contribute towards the expansion of an existing school. "Other smaller scale schemes would be expected to contribute towards additional secondary school provision." (para. 5.16)</p>
<p>There is a serious congestion problem around the schools in peak times. You need to visit them and bear this in mind as children from this development will no doubt be driven to school.</p>	<p>Noted. The Transport Assessment that will support any future application will consider travel to school across all transport modes. As stated above, we will do what we can to offer alternatives to car journeys.</p>

Maybe provide a school bus system?	As stated above, any new bus service provided as part of this scheme could include stops close to existing schools. This would be explored as part of any future planning application.
Wates said it had considered a school on the site but this would not be supported by the Council. Can we prove that?	AVDC's Infrastructure Delivery Plan (Sept. 2017) states VALP growth would require expansions to existing primary schools to serve the town (para. 5.10), namely Maids Moreton, Buckingham Primary and Roundwood Primary (Appendix A).
Site Specifics	
Concern about the loss of mature trees and the need to protect these during the construction process.	We consider the mature trees to be an asset which we would retain wherever possible. Any loss will be limited to areas where access is necessary, the location of which would be informed by arboricultural advice.
Need to bear in mind the trees will grow and plan for their mature size.	
The site straddles the boundary of Buckingham Town and Gawcott with Lenborough Parish. This is a big problem for the site.	This situation is not unusual and we do not consider it a constraint to development.
You have an issue with the smell from the Nampak factory which you can't get around.	We have investigated the odour from the spice factory and have been advised that, largely due to the prevailing winds, this is not a constraint to development.
Previously the site was talked about providing not only the 420 homes but also a school. You need to look back at this.	As stated above, there is no requirement to provide a school on this site and we could not build one without the support of BCC.
The Town Council has previously expressed concern over the adoption of estate roads, maintenance charges, and width of spine roads, gated communities and adequate distance from the footpaths to the kerb.	Noted. These factors will be considered at the detailed design stage.
Need to ensure that the houses are designed to allow for step free access, which can be difficult on a sloping site.	Agreed. This will be considered at the detailed design stage and in any event will be dealt with through Building Regulations' approval.
Where are the access points? Is it off Gawcott Road or directly onto the A421?	The accesses are proposed to be off Gawcott Road and Osier Way. BCC has resisted a direct access onto the A421.

Engagement	
Questioned why we had not consulted them to date	We are at the early stage of the site's promotion and wanted to see if the site is allocated in the draft Local Plan before engaging.
Keen to keep in contact	Agreed
We would like to see a consultation event longer than a few hours on one evening.	Agreed
You need to engage with Gawcott with Lenborough Parish Council.	Agreed. We have been contacted by them and will make a similar presentation to them in the future.

Alison Walker
Senior Land & Planning Manager
Wates Developments

1/2/18