



BUCKINGHAM TOWN COUNCIL

TOWN COUNCIL OFFICES, THE BUCKINGHAM CENTRE,
VERNEY CLOSE, BUCKINGHAM MK18 1JP

Telephone/Fax: (01280) 816 426

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

Town Clerk: Mr. C. P. Wayman

27 October 2015

Councillor,

You are summoned to an Interim meeting of Buckingham Town Council to be held on **Monday 2nd November 2015 at 7pm** in the Council Chamber, Cornwalls Meadow, Buckingham.

Mr. C. P. Wayman
Town Clerk

Please note that the Full Council will be preceded by a Public Session in accordance with Standing Order 1.3, 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. Minutes

The Interim meeting scheduled for 14th September 2015 was not held, due to a lack of urgent business. The minutes of the 27th July Interim Council meeting were ratified on 17th August 2015.

4. AVDC Local Plan Issues and Options Consultation Document

Members are requested to view the following link <http://www.aylesburyvaledc.gov.uk/vale-aylesbury-local-plan---issues-and-options-consultation>

The various evidence documents are available at

<http://www.aylesburyvaledc.gov.uk/supporting-evidence>

The consultation document is attached so that Members can prepare their responses in advance.

Appendix A

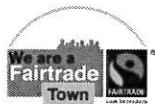
The consultation runs from 23rd October to 4th December

Members may wish to attend the public exhibition – 'where officers will be available to explain the options and answer any questions.'

These are:

Monday 2 November	Villiers Hotel, Buckingham	11am – 8pm
Thursday 5 November	The Bell Hotel, Winslow	11am – 8pm

Buckingham



Twinned with Mouvaux, France



Vale of Aylesbury Local Plan

Form for commenting on the Vale of Aylesbury Local Plan Issues and Option Consultation Stage October/December 2015

Part 1

1. Name:

2. Company/Organisation:

3. Address:

4. Postcode:

5. Email address:

Part 2 Agent / Consultant - if appropriate

If someone else is acting on your behalf, please provide their details here. All correspondence about your representation(s) will then be sent directly to them.

6. Name:

7. Company/Organisation:

8. Your reference:

9. Address:

Vale of Aylesbury Local Plan

10. Postcode:

11. Email address:

Part 3 Your comments

12. Question 1

Has the HEDNA come to the correct conclusion on potential growth and if not what should the correct figure be?

13. Detailed Comments (if you are suggesting a change, please indicate as precisely as possible the amendment(s) you would like to see):

14. Question 2

Has the HEDNA made the correct adjustments to the Government's projections and if not what should the adjustments be? For example, might the need for more economic growth mean we should have more housing?

Summary:

15. Detailed Comments (if you are suggesting a change, please indicate as precisely as possible the amendment(s) you would like to see):

Vale of Aylesbury Local Plan

16. Question 3

Is the HEDNA's conclusion on affordable requirements a valid one or should the requirement be higher or lower?

Summary:

17. Detailed Comments (if you are suggesting a change, please indicate as precisely as possible the amendment(s) you would like to see):

18. Question 4

What should be the Council's approach for meeting the housing needs of the elderly?

Summary:

19. Detailed Representation:

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20. Question 5

Do the HEDNA's conclusions on employment growth reflect your expectations and if not what should it take into account?

Summary:

21. Detailed Comments (if you are suggesting a change, please indicate as precisely as possible the amendment(s) you would like to see):

22. Question 6

How should the Local Plan address the need for traveller pitches?

Summary:

23. Detailed comments:

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24. Question 7

Do you agree with the conclusions of the HELAA and if not what should it say instead and why?

Summary:

25. Detailed Comments (if you are suggesting a change, please indicate as precisely as possible the amendment(s) you would like to see):

26. Question 8

Is the Settlement Hierarchy correct and if not why is it not correct?

Summary:

27. Detailed Comments (if you are suggesting a change, please indicate as precisely as possible the amendment(s) you would like to see):

Vale of Aylesbury Local Plan

28. Question 9

Out of the following options, which are your preferences? Please rank 1-3, 1 being your most favoured option.

	1	2	3
Option A Sustainable Settlements with an extension to Milton Keynes / Bletchley	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Option B Sustainable Settlements with one or more new settlements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Option C Sustainable Settlements with a new settlement and extension to Milton Keynes / Bletchley	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Option D Sustainable Settlements: Intensification with an extension to Milton Keynes / Bletchley	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Option E Sustainable Settlements - Intensification with one or more new settlements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Option F Dispersed approach: growth at all settlements and other suitable locations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Option G Dispersed approach with an extension to Milton Keynes / Bletchley	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Option H Dispersed approach with one or more new settlement(s)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Option I Dispersed approach with an extension to Milton Keynes / Bletchley and a new settlement	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other – please state

Vale of Aylesbury Local Plan

29. Question 10

Please explain the reason for your preference. If you do not like any suggested option, please explain why and suggest an alternative.

Summary:

30. Detailed Comments:

31. Question 11

Is there any option you consider we should not consider further? If so, please state below, giving reasons.

Summary:

32. Detailed Comments:

33. Question 12

Options A to E propose to allocate growth over the plan period to the district's villages and parishes in the form of an allowance for Larger and Smaller Villages (as defined in the Aylesbury Settlement Hierarchy, 2012) and rural parishes with no settlement categorised 'Larger' or 'Smaller' in the Settlement Hierarchy. At the next stage of preparing the Local Plan we would identify site allocations for Larger Villages broadly in line with this allowance and indicate the level of growth for Smaller Villages and Rural Parishes - the latter could be treated as an average. Do you agree with the suggested approach to allocating housing growth to the villages and parishes? If not, please suggest an alternative.

Summary:

Vale of Aylesbury Local Plan

34. Detailed Comments (if you are suggesting a change, please indicate as precisely as possible the amendment(s) you would like to see):

35. Question 13

The Council would welcome comments on which of options it should pursue with regard to landscape designation and protection. Which of the following options should the Council pursue?

- Redesignate all AALs and LLAs as locally valued landscapes and include a policy to enable the assessment of planning applications and appeals
- Only redesignate the AALs and LLAs recommended as having value in the LUC report for consultation 'Areas of Attractive Landscape and Local Landscape Areas Advice to Aylesbury Vale DC (October 2015) and have an assessment policy
- Have no formally designated locally valued landscapes but have a policy setting out landscape issues to be taken into account in planning applications and appeals, or
- Have no designations or policy and just rely on the NPPF.

The completed comments must be **received** by AVDC by 4 December 2015.

Please post to: Forward Plans Group, AVDC, The Gateway, Gatehouse Road, Aylesbury, Bucks, HP198FF, email to

localplanconsult@aylesburyvaledc.gov.uk

For further information, or to request additional copies of this form, please contact Forward Plans at Aylesbury Vale District Council on 01296585679 or by e-mail at

localplanconsult@aylesburyvaledc.gov.uk

15/02953/APP – Hamilton’s Precision site, Tingewick Road

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

Taylor French Developments & Hightown Housing Association

Overview:

The number of dwellings has been reduced from 59 to 54; very many of the documents supplied have not been revised from the 2014 application. The building footprints have been reduced, notably the large block of flats at the entrance.

Access is still via the town-side opening of the existing semi-circle.

The layout is still a single road the length of the site, with 3 L-shaped blocks of flats surrounding a parking court at the Tingewick Road end. A link path into the adjacent development (Clarence Park) is proposed.

The applicants still maintain that the EA flood maps are wrong, and their drawings showing ‘extent of flood zones’ show only various bands of flood zone 3, as before. Members' response to the previous application is appended.

Housing

The relevant BNP policies are

HP4 – Provide a diverse housing mix

The sustainable development of a wide range of housing types, sizes and tenures; including the provision of housing that meets local needs, will be supported. On developments of more than 50 dwellings in size there should be a wide mixture of types of housing from 1 to 5+ bedrooms

HP5 – Provide affordable housing

All proposals for new housing on sites 1 hectare or over (or 25 dwellings or more) should provide affordable housing at a minimum rate of 35%, (subject to viability); Planning applications for residential development of 25 or more dwellings and sites of 1 hectare or more must be accompanied by an Affordable Housing Plan. The Affordable Housing Plan will set out the mix and location of affordable housing and how it will be phased.

The development has been reduced from 59 dwellings to 54, split as follows:

3 blocks of 12 2-bed apartments – 3 storey, stair access only to upper floors

8 3-bed houses (2 terraces of 3 + pair semi-detached) – 2 storey

10 4-bed town houses (all semi-detached) – 3 storey

including affordable rental units – 12 flats + 4 3-bed houses;

shared ownership - 28 units;

private sale - 10 units all at the rear of the site

35% of 54 is 19 dwellings.

The private outdoor space amounts to

- flats – none; parking is in a large central court. Three cycle stores, each accommodating 24 cycles are provided in the car park.
- the majority of houses have a rear garden approximately the same size as the house footprint; some are rather larger due to the angled rear fence which follows the western site boundary; 6 of the houses at the bottom of the site have part of their gardens within Flood Zone 3, and the 7th very close to it. None have front gardens, two houses have a garage, the rest parking bays at the roadside. Residents are expected to provide a garden shed for cycle storage if required.

The access to the pair of garages separating plots 46 & 47 provides a turning space for the bin lorry.

There are in total 91 parking spaces, including the two garages and the 17 visitor spaces plus 4 motorcycle spaces and parking for 72 cycles (for the flats).

The “street scenes” drawing shows a double decker bus on Tingewick Road, a frightening prospect given it will have to either go up Castle Street or Hunter Street to get anywhere. See the Transport Statement below.

Public open space is not much more than roadside verges and visitor parking, plus some riverbank. Provision of the riverside path is mentioned, though whether this will provide a useful alternative route to the town centre, as stated, is debatable.

The roadway across the front of the four houses backing on to the river is described as a Private Driveway, and the gardens of the houses to the south go right back to the site boundary. Access to the Riverside Walk is therefore not obvious, though there are green strips which appear to be outside their side fences which join up with the riverbank green area.

'Open vistas' rather depend on the neighbouring estate to the west – down its main street and over its riverside open space.

The relevant BNP policies are

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.

CLH8 – Continuation and expansion of the Riverside Walk

Development schemes adjacent to the river must provide for a public pedestrian/cycle route and amenity spaces, which must include seating and space for other activities such as picnicking, alongside the river Great Ouse.

Any buildings which bound the Riverside walk must be designed to overlook the area, to provide an additional security feature.

Design and Access Statement

Though undated, this is Rev. C; the original application was Rev A.

The majority of the document is unchanged; the housing numbers have been updated, and p19 which deals with the loss of an employment site at last acknowledges that this is a factory and not a disused warehouse as described, though with no consistency over the various documents. However the two-storey Hartridge's building opposite is described as flats (Fig 12, p13).

The page (20) covering the BNP is unchanged, though this is fair enough, as AVDC have had this application since August.

4.1 – Relevant Planning History – not updated, so makes no mention of previous application currently being appealed, though this is dealt with, and the appeal, in a later chapter (Section 7).

(p25) Members might like to compare “what should be avoided” with the layout plan attached:

5.9 FLOODING AND DRAINAGE

5.9.1. The northern portion of the site extending approximately 53m from the river's edge, is identified as being within the 1 in 100 year flood plain. Development should not encroach on this part of the site. It is intended to make any part of this site open land or dedicate this portion as public amenity space.

5.9.2. The need for pumping of foul drainage to existing sewers into Tingewick Road should be recognised in the layout of the site.

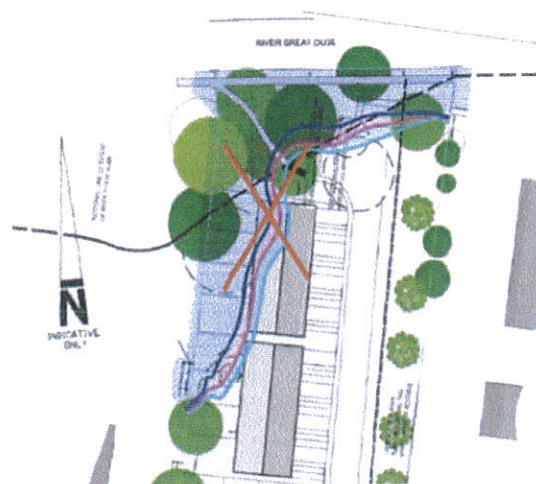





Fig 5 Initial scheme looking at the flood plan and the need for the development to not encroach the flood zone. This shows an example of what should be avoided.

KEY:

-  1 in 100 (1%) ANNUAL PROBABILITY FLOOD EXTENT (80.80m AOD)
-  1 in 100 (1%) ANNUAL PROBABILITY PLUS 20% ALLOWANCE FOR CLIMATE CHANGE FLOOD EXTENT (80.97m AOD)
-  1 in 1000 (0.11%) ANNUAL PROBABILITY FLOOD EXTENT (81.17m AOD)

5.10 & Section 12. Sustainability is ill-defined; it “should be considered for incorporation ... following best practice wherever possible” and then deals briefly with transport, orientation* and materials. It does not consider insulation, grey-water use and other sustainable attributes.

* 12.2 Orientation: “The existing site constraints allow the buildings within the site to make use of the existing orientation. This enables dwellings to have south facing aspects and provide natural daylight to spaces of high activity during the daytime.” The orientation of most of the houses is E-W; some have “living/dining” rooms, some have “lounges” with “kitchen/dining” rooms, and some are at the front, some at the rear. 3 of the 4 flats on each floor in each block have a southern light.

A relevant BNP policy is

I3 – Rainwater collection

All new buildings must have a scheme to collect rainwater for use. To aid in helping reduce the carbon footprint of buildings, reduce surface water flooding and to help in times of drought, a water use scheme should be incorporated into the design of new buildings. Rainwater collection is in addition to and cannot be counted within attenuation of the development drainage proposals.

Sections 6 & 7 deal with the preplanning and various forms of the development up to the current.

The remaining sections are largely duplicated by individual documents, reviewed below.

Flood Risk Assessment

Not updated since previous application – Nov 2014

The applicants still dispute EA flood extents, and Members may be surprised to learn that (para 3.5.1) the river flows from east to west past the site.

Finished Floor levels will be no lower than 82.04m AOD (ie 5cm above ‘worst case scenario’ flood level) and the ‘footdry’ escape route no lower than 81.99m to avoid the floodable access road junction with Tingewick Road (currently c80.5m). This pedestrian-only route comes out on the Tingewick Road between the two blocks of flats.

The storm water network is to discharge into the river. The EA’s response to the previous application stated that – given the previous use of the site – the soil content is of ‘moderate to high sensitivity’ and potentially contaminated, and asked for Conditions to be applied on surveying & sampling, remediation works and monitoring.

Foul water network – only part is to be offered for adoption. A pump will be necessary for the lower part of the site, and this will not be offered for adoption “due to the extensive space requirements that are required around adoptable pumps”. If this pump is not part of Anglian Water’s remit, malfunctions could be a problem in the future – if the site is sold on, for example, or the landowner goes bankrupt. Reference the ongoing maintenance problems at Linden Village. Presumably a service charge will be levied on residents to cover regular maintenance.

It is noted that currently both foul and storm water is disposed of via the foul sewer and states that as separating off the storm water to flow directly into the river there will be sufficient capacity in the system to cope with the additional foul water.

Typical river level varies from 78.73m - 79.13m; “the highest recorded is 2.06m” [above site datum of 78.6 AOD = 80.66m] (no date provided) though 81.99m is quoted in 4.1.5.

4.1.1 EA flood maps indicate that the site lies within flood zones 1,2 and 3 – figure 3.



4.1.4 With the benefit of a Topographical Survey, the flood zone extents have been accurately plotted on CDL drawing No. 327-1000 using ground modelling software PDS. This demonstrates that the flood zone extents currently mapped by the EA (shown in Figure 3) are potentially inaccurate. This is further evident by the fact that the EA flood maps show the 6m high mound (top of mound 87.48mAOD) on the northern extent of the site to be flooded. Maximum historic flood levels are recorded approximately 5m below the top of mound.

4.1.7 In the absence of confirmation from the EA regarding the above, media sources* suggest that much of the flooding in 2007 was caused by a 'burst bank'. The Strategic FRA by the Vale of Aylesbury states that as a result of flooding in Buckingham Town "Channel improvement works implemented in 1979 to 1 in 25 year Standard of Protection (SoP). Also, further work implemented in 1980's, 1990's and flood resilience measures in 2010". It is not known if this has improved/altered river flow beside the site.

*BBC News (2007), July Floods at a Glance, http://news.bbc.co.uk/1/hi/in_depth/629/629/6911778.stm

In fact the EA map doesn't show the mound (occupying 1000m² and 4-6m high) at all. If, as alleged in the document, this mound has been there since the 1960's, all recent floods levels have been recorded with the mound in place. As they are proposing removing the mound (acknowledged to be of unknown source and composition) this will make it easier for this end of the site to flood, and much more of the ground would be covered by hard surfacing than at present.

Nowhere is it noted that weirs in the river – particularly the Flosch - maintain river heights. The 2010 flood resilience works were protection to individual premises, such as vent covers and flood doors, not general flood prevention measures, although the dredging of the river bed does seem to have made a difference to the extent of 'normal' flooding.

It is stated that only landscaped areas and private gardens will be in Flood Zone 3, but no extent of Flood Zone 2 is shown.

No calculations have been made on the likely cumulative effect of this development with the 86 dwellings under construction immediately to the west.

The relevant BNP Policy is

14 – Development upon the flood plain

Development will not be permitted on Flood Zone 2 or 3, unless the conditions set out within the National Planning Policy Framework (NPPF) and the NPPF Planning Practice Guidance are met

Transport Statement

A study of vehicles in and out of Fishers Field has been used to predict traffic flows in and out of the estate. Approximately twice as many turned east (ie into town) as west (towards the bypass) and none went down Bath Lane, in peak hours, so they have assumed none of the new residents will either.

The predicted trip generation gives 6 extra movements in the morning peak and 13 in the evening peak; based on Fishers Field, this means 11 vehicles leaving to go into town, and 3 towards the bypass in the morning peak.

BCC's response to the previous application stated that no assessment had been made of the increased traffic using Bath Lane, Gawcott Road, and the Castle Street/ West Street junction. In answer the applicants claim only one vehicle from Fishers Field went down Bath Lane in 6 hours, so no impact on Bath Lane or Gawcott Road, and the Castle Street junction is 800m-900m distant and the estimated 9 or so vehicles would have little or no effect.

BCC also had concerns about the junction with Tingewick Road itself. The applicants consider that they have adequately addressed these points.

2.3 Public Transport – Sustainable Travel

The nearest bus stops to the site are situated on London Road approximately 800m to the east of the site serving 6 bus routes. There are a further set of bus stops on the A421 to the south of the site. The bus stops are shown on **Figure 2.2**.

As the document shows the bus stand well within the 800m isochrone, this is as close as the London Road stops, which are not easy of access from the site, and of course more bus routes are available from the town centre. Furthermore, there are no bus stops whatever on the A421, as their own Fig. 2.2 demonstrates. Later, they allege that these non-existent bus stops allow residents access to the X5, which doesn't even stop at the real stops on the London Road. But as the table of bus frequencies shows only 2 X5s per day, and 2 X60s on weekdays (only 1 on Saturdays) instead of +/- 30 of each, each way, and the rest of the table is full of mistakes, clearly they don't rate bus travel very highly.

The remainder of the document reproduces bus timetables, and provides the TRICS diagrams and data.

There is also a Travel Plan, with the usual pious hopes about 'mode shift' and annual studies. It does not appear to be any more use than these documents generally are.

Utilities statement (Incomplete copy)

Gas, Water, Electricity – to tap into existing mains. No letters of support from utility companies to confirm adequacy of supply; no mention of adjacent development. Site to west is shown as Industrial Estate, even though drawings are dated November 2014.

Site survey dated 2004 (and carried out for McCarthy & Stone).

Refuse disposal

There is space for the lorry to turn round, so it will neither have to reverse in or out.

The flats will have 2 x 1100l skip bins for waste and 2 for recycling per block, plus the little food bins for each flat. These are housed in the separate areas for each block which also contain the cycle parking. It is not clear from any of the drawings (even the “street scenes” what sort of building this is or whether is a fenced compound (gates/doors are shown) or roofed – the Transport document merely says ‘covered’.

The houses will each have the usual green-lid, blue-lid and food bins, which they are to store at the back of the house and bring round to the front on collection days where they are accessible for the bin men. The document says that collection points for the private houses at the rear of the site beyond the turning point are marked blue on the plan, but if they are they are not discernible. The previous application had the collection point at the kink in the access road by the flats. Residents are not expected to have to haul their bins more than 25m. All except the centre house of each terrace has a side path to their garden area. The centre house of one terrace has a really devious route from the far end of its garden round to the front where the road is.

Existing Tree Report (unchanged from last application)

The Arboricultural Assessment seems to bear a relationship to reality, and the referenced drawing number is correct, but Members should ignore the Ecological Impact Assessment (p4→) which does not – referring to bats in the existing church, trees in the churchyard, and barn owls in the surrounding farmland habitats, and that the report must be approved by Lincoln City Council (p7). There is a separate Habitat and Protected Species Report, also unchanged from the previous application.

The survey was carried out between September and March, which makes sense for trees, but not for birds, bats and hibernating species.

The 32 trees surveyed are all Category B – of “moderate quality and value; in such a condition as to be able to make a substantial contribution (min.20 years)”. All are around the edge of the site, and a good many actually growing in Fishers Field gardens (though so close to the boundary as to warrant Root Protection Areas (RPAs) to be set).

Western boundary (mainly river end)

	Species	Height	Condition	Life Expectancy	Action
T1	White poplar	19m	Good – no disease	20+ years	Fell
T2	White poplar	19m	Good – no disease Leaning – potential hazard	20+ years	Fell & replace
T3	White poplar	22m	Good – no disease Leaning – potential hazard	20+ years	Fell & replace
T4	Willow	19m	Good – no disease Congested canopy	10+ years	Fell
T5	White poplar	21m	Average – no disease Broken stem	20+ years	Fell
T6	White poplar	18m	Good – no disease Congested canopy Leaning – potential hazard	20+ years	Fell & replace
T7	White poplar	19m	Good – no disease Congested canopy	20+ years	Fell
T8	White poplar	19m	Good – no disease	20+ years	Fell

River edge

	Species	Height	Condition	Life Expectancy	Action
T9	Willow	10m	Good – no disease	20+ years	Retain
T10	White poplar	16m	Good - no disease	20+ years	Fell
T11	Willow	10m	Good - no disease	20+ years	Retain
T12	White poplar	10m	Good - no disease	20+ years	Fell

Eastern boundary - trees in Fishers Field

	Species	Height	Condition	Life Expectancy	Action
T13	Sycamore	5m	Good	20+ years	RPA
T14	Sycamore	5m	Good	20+ years	RPA
T15	Silver Birch	7m	Good	20+ years	RPA
T16	Sycamore	7m	Good	20+ years	RPA
T17	Sycamore	6m	Good	20+ years	RPA
T18	Silver Birch	6m	Good	20+ years	RPA
T19	Sycamore	5m	Good	20+ years	RPA
T20	Sycamore	4m	Good	20+ years	RPA
T21	Silver Birch	8m	Good	20+ years	RPA
T22	Cherry	5m	Good	20+ years	RPA

T23	Sycamore	6m	Good	20+ years	RPA
T24	Sycamore	6m	Good	20+ years	RPA
T25	Sycamore	10m	Good	20+ years	RPA
T26	Sycamore	11m	Good	20+ years	RPA
T27	Sycamore	9m	Good	20+ years	RPA
T28	Sycamore	5m	Good	20+ years	RPA
T29	Sycamore	11m	Good	20+ years	RPA
T30	Sycamore	10m	Good	20+ years	RPA
T31	Sycamore	4m	Good	20+ years	RPA
T32	Sycamore	6m	Good	20+ years	RPA

So of the 12 trees on their site, 2 are to be retained, 10 are to be felled, with 3 new trees planted. RPAs will be in accordance with BS 5837.

Members should note that the drawing accompanying the above is misaligned; the 'scattered deciduous trees' layer is to a different scale to the mapping, so that the trees appear to be across the river and inside Fishers Field houses, rather than within their RPAs.

The relevant BNP policy is

<p>DHE1 – Protect existing trees and provision of trees in developments</p> <p>Wherever possible existing trees will be maintained in accordance with British Standard BS5837 or as superseded, in development proposals for all new buildings, in addition new developments need to make provision for trees on site. Provision of new trees should include species and types of tree to ensure that the landscape retains its current character. New planting on new developments should enhance existing retained planting. The new planting will offer a mixture of species including existing site specific and local native tree species.</p> <p>New developments of 10 or more dwellings or new employment scheme on sites C and/or E shall submit a planting scheme as part of the planning application which will:</p> <ul style="list-style-type: none"> • Highlight which trees will be preserved • State which trees need to be felled – with appropriate reasoning and a clear plan as to how requirements of the policy will be met. • Provide a design for a hierarchy of different types of planting including avenue planting, trees in gardens, boundary planting and open space planting. • State what measures will be taken to preserve the trees during construction phase i.e. fencing off of areas and ensuring crown spread areas are not affected by construction traffic or spoil. • Include a plan showing estimated canopy and root growth upon maturity, ensuring that buildings, roads, parking areas, footpaths and cycleways are not affected by root spread.
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KM 27/10/15



INDICATIVE TAYLOR WIMPEY LAYOUT

SCHEDULE OF ACCOMMODATION		
BLOCK NO	BUILDING TYPE	NO. OF BEDS
A	Apartments	1-12
B	Apartments	12-24
C	Apartments	25-36
D	House type	37-38, 40-44
E	Town House	45, 48-50
F	Town House	46-47
G	Town Houses	51-54
H	House type	39

TOTAL BEDS	
2 Bed	38
3 Bed	8
4 Bed	10
TOTAL UNITS	54

CMIA
CMI ARCHITECTURE LTD
 11 WARREN YARD, WARREN PARK,
 11 BRAYBROOK AVENUE, WEST BIRMINGHAM,
 B37 7YU
 ARCHITECTS | INTERIOR DESIGN | CDM CO-ORDINATORS
 PROJECT MANAGEMENT | CONSTRUCTION MANAGEMENT

Client: Taylor Wimpey Developments Limited
 Project: Hampton Precinct Site, 17ngrove House, Buckingham
 Title: Proposed Site Layout Plan
 Project No: A14-001
 Drawn By: PJA
 Scale: 1:500 @ A3
 Date: 12.10.15
 Rev: E
A14-001-P501

REV | DESCRIPTION | DATE

A	Updates in accordance with client comments	28.06.15
B	Minor amendments	15.07.15
C	Final plans rationalised and levels removed for clarity	23.07.15
D	Updates amended	23.07.15
E	Minor amendments following transport assessment officer comments	12.10.15

STATUS: PRELIMINARY

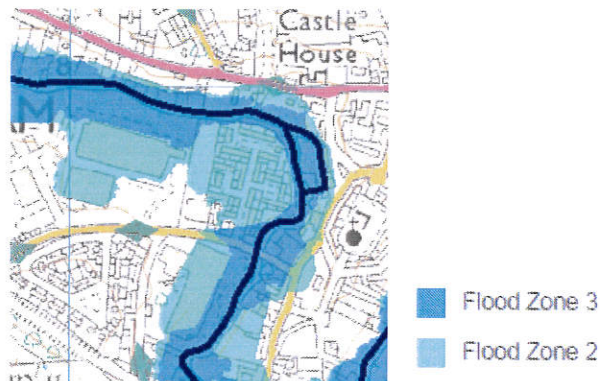
Members reviewed this application at the Interim Meeting of Buckingham Town Council held on 22nd December 2014 (Min. 593/14)

Hamilton Precision Ltd., Tingewick Road, Buckingham MK18 1EE
Demolition of existing B2 warehouse and construction of 59 dwellings
Taylor French Developments & HPCCHA

Members acknowledged the need for housing, and noted the proposed % of Affordable Housing in this application, but felt that this proposal was substandard; poor design does not aid community pride in the surroundings (NPPF Section 7). Furthermore the developers had not taken on board the comments made by Members at the applicants' presentation to the Council of 28th July 2014, and had added an additional dwelling at the floodable end of the site.

Further comments were as follows:

- the marked flood levels are not, as might be expected, the boundaries of Flood Zones 1, 2 & 3; they are 1/100, 1/100+climate change allowance & 1/1000 and do not match the EA map of the site which shows the floodable area reaching the rear of the existing factory (not a warehouse as described) and this is borne out by the flood map the applicants have reproduced from the Buckingham Neighbourhood Plan Site Assessment document.



EA flood map:

This means that approximately 20 dwellings are at risk of flood in a bad year, contrary to NPPF paragraph 100, and covering floodable scrub land with buildings will endanger existing residential areas (paragraph 103).

- The development is not part of the emerging Neighbourhood Plan, with much of the site being within Flood Zone 2; in the NPPF there is a requirement for housing to provide a sequential test (paragraph 101) to evidence that there are no other suitable sites for house building within the local area. This is not within the proposal and could not be evidenced as the Neighbourhood Plan outlines enough housing growth for the town for a further 17 years.
- Members expect the Affordable Housing to be fully advertised when available for rent/shared ownership.
- problems have been experienced elsewhere in the town where large numbers of affordable homes are concentrated, to the detriment of the amenity of other residents.
- Affordable Housing should be designed and built to the same standard as sale housing, with some capable of occupation by disabled persons without modification. This appears not to be the case with many dwellings on this development.
- Hamilton Precision is a family-owned, not international, company; an assertion that it is "a global international company that would have the potential to relocate" as the area is now principally residential is not good reason for demolishing a working employment site, and there is no indication that Hamilton's wish to move. The D&A Statement says that it is designated for residential use in the BNDP. In fact this site was included with the site to the

west as area 43 in the Site Assessment document and declared 'part suitable for development' and noted that a considerable area was within Flood Zones 2 & 3.

- many of the trees on the site have already been felled. Some of those recommended for felling because they were 'leaning' may be perfectly stable having adjusted their growth to the prevailing wind. The majority of these trees are/were healthy and in good condition, with a reasonable expected lifespan.
- the bio-diversity study was carried out in the winter, when reptiles, amphibians and many birds are not observable.
- the private road is clearly not wide enough for a refuse lorry, as residents of 20 dwellings are going to have to haul their bins some distance to an inadequately sized collection point each week.
- the single entrance proposed is not suitable for two-way traffic; an alternative access from the site to the west should be investigated.
- there has been no attempt to relate the street scene to the 1½ storey stone cottages to the east.
- the riverside path does not connect with the path behind Fishers Field (not Road) and "The pedestrian link along the northern boundary of the site has the potential toprovide improved pedestrian access to the town centre" is nonsense as the only link to the town centre is the bridge on Tingewick Road, accessible from the site entrance.
- (Members had earlier received a presentation about a proposal for sustainable housing, including south facing houses with solar panel roofs, grey water recycling and a two storey solarium/porch to capture sunlight and circulate warm air throughout the dwelling). This site showed no such sustainable features, which would reduce costs for the occupants, and the applicants were recommended to consider designing in such benefits.
- flats 13-24 are in an L-shaped block with the end flats rectangular, and the central two forming a rectangle with the stairwell, leading to a diagonal division between the two middle flats and some awkward room shapes. (This is also true of flats on the adjacent site to the west).
- The Shared Ownership housing has neither bin stores accessible at the front of the house, nor garage & drive parking. The former will lead to street clutter, the latter is a difference based on tenure mode, which is unacceptable.
- some houses have an alcove off the porch - ? for bins, though this is 70cm x 70cm; adequate dimensions for green-lid bins, too small for blue-lid bins but the alcove could not accommodate two bins anyway.
- the drawing supplied for plot 52 is wrong-handed; it is semidetached with No.51 therefore the party wall should be to the left.
- All the sale houses have a central single, purely decorative, chimney. Why?
- Fig 12 (p13) in the Design and Access Statement describes the Hartridge's building fronting Tingewick Road as 'existing two-storey flats'. Though the plans for the adjacent site to the west are described in some detail, there is no reference to the University's application for the site opposite.
- 5.0.2 "This location adjacent to the river suggests it would not be suitable for accommodating play provision in the form of an equipped play area" which is what this Council said about the site next door, and was ignored. There is no play space on this site so it is likely that the car park yard will be used for football and similar inappropriate activities.
- 7.11.5 "The front of the site will consist of two storey apartment blocks to give a nodal frontage to Tingewick Road...." The apartments are three storey and this is confirmed by the adjacent Fig.17.
- 10.0.2 Proposal of a Travel Plan to advocate mode shift. With no public transport along Tingewick Road it is going to be difficult to implement less car use, and their varying

estimate of where the town centre is (one map has it around the front of the Town Hall, another centred on the Church) doesn't reflect the walk from - say - Waitrose or the bus stop carrying shopping. Not everyone will do their weekly shop at Londis.

- 10.3.9 "There are a number of primary schools in the vicinity of the site". This depends what is meant by vicinity, and how far it is reasonable to ask a small child to walk. Grenville would be nearest. The secondary schools are within cycling distance – but, so far as is known, do not have any secure parking for cycles.
- 10.5 Bus availability. The 32A has not existed for some time, and no bus route is shown on Tingewick Road in the current timetable. The nearest to those quoted are the 18, 131/132 and 133 which travel along Embleton Way respectively twice, twice and once a day, and it would probably be quicker to walk into the town centre and catch a bus in the High Street anyway. The X5 does not stop anywhere between Buckingham High Street and Bicester.
- The Statement is summarised in Section 11 pp.48-49. It describes the *Advertiser's* coverage of their presentation to BTC - on a page clearly headed, in red, NEWS - as an advert.
- 13.0.3 The longest trek for a (private) resident on bin day is 113 yards, rather further than the 25m in AVDC's guidelines, because the collection point for all the housing beyond the flats is close to the entrance to the car park yard. Residents of the flats have bin stores within their car parking area, but not very convenient ie via a route under cover, or within the building.
- there is a likely future problem – the sale houses and gardens are not only the most likely to flood, their residents are the ones who are going to have to haul their bins 100 yards every week to the collection point; they do not get roadside collection. The applicant said in his presentation that the sale houses were necessary to subsidise the amount of Affordable Housing; suppose they find them difficult to sell? Will we see an application to turn some of the mid-site houses from Shared Ownership to market sale? Members recollect that much of the delays involved in the progression of the adjacent site were due to protestations of non-viability with 35% Affordable Housing, and the eventual settlement at 16%. As the application stands, it is way over 35% (35% of 59 rounds to 21 dwellings) but shifting the designation of some of the middle houses, or one of the blocks of flats, would make inroads into that.

The Town Council response was agreed unanimously as **OPPOSE** and **ATTEND** should the application go to Committee.