



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



02 June 2015

Councillor,

You are summoned to an Interim meeting of Buckingham Town Council to be held on **Monday 8th June 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 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

To receive the Minutes of the meeting held on Tuesday 7th April 2015 ratified at Full Council on Monday 11th May 2015. **(circulated separately)**

4. Motion – Cllr Hiron

That Buckingham Town Council endeavours to obtain long term possession of the old 'Red Cross' building as its Office, Council Chamber, etc in the town. This would enable the Council to vacate both of the existing, rented premises.

5. Co-option of Councillor for Buckingham South

To receive applications and a short presentation from:

1. Mr J Quayle
2. Ms. J Bates

Appendix A
Appendix B

6. Public Toilets

To receive a verbal update from the Town Clerk, and discuss the way forward.

7. To receive presentations from the following developers:

Chris McGough – Tingewick Road Industrial Estate (West)

Alder King – West End Farm

Hallam Land Management – Tingewick Road Triangle

A letter addressing BTC concerns is attached

Appendix C

Appendix D



Members are reminded that minimal paperwork for planning applications will be available in the Chamber, and are advised to check the details on the AVDC website. Comments from the Planning Clerk and Mrs. Rossforth of Shopmobility are attached as a report.

BTC/07/15

8. Planning Application 15/01601/APP

Land at Community Centre, Cornwalls Meadow
Erection of shopmobility unit
Heywood [AVDC]

9. Planning Application 15/01603/APP

Land at Community Centre, Cornwalls Meadow
Erection of toilet block and shopmobility unit
Heywood [AVDC]

10. Chairman's Announcements

11. Date of next Meetings:

Full Council

29th June 2015

Interim Council

27th July 2015

To: All Councillors

Mr. Quayle

Ms. Bates

JAYSON QUAYLE



NEW BLOOD. NEW IDEAS.

WHY I DO THE THINGS THAT I DO...

One of the most powerful things I was ever told as a child was a quote by Horace Mann, a 19th century educational reformer. My grandfather, a stoic but taciturn man, had quoted Horace Mann to illustrate that although helping people is the right thing to do, improving communities is how you make a lasting change.

"Be ashamed to die until you have won some victory for humanity"

These 12 words had a profound impact on my future and how I would perceive the world and those around me. I joined the army because I wanted to make a change to the world. When I realised that I could not change the world as I lacked the power, I decided to retrain as an architect so I would have the power and knowledge for social change. By retraining as an architect I would be able to make changes by improving communities.

University was my first foray into the political arena where I quickly realised that the system needed to change, even on a small scale. I saw that people in my generation and later were disillusioned by politicians so became disengaged with politics, with standing up for what's right, with making change. Too many times we hear "Oh, I don't vote because it doesn't change anything!".

I say that it has been too long where generations of people are apathetic to the world around them, indifferent to change and uninterested about their community. This is a problem which many acknowledge but few do anything about.

I joined the army to fight for those who couldn't, I worked as an engineer to fix those things that were broken, I design homeless shelters for the people who have nothing but what they can carry. My adult life has been dedicated to helping those around me, to improving for other people, to being the voice for people who are ignored.

I want to be a Councillor so I can further help people and improve my local community. If co-opted as a Councillor, I believe I can bring something different to Buckingham Town Council with my skill set, knowledge, passion, experience and perspective.

- 01864
- 45 Wilton Way
- Buckingham
- Buckinghamshire
- MK18 9LH
- Tel: 07972 909060
- Email: jayekalf@co.uk

PROFILE

I am currently the events manager at Brookes Union, the students' union at Oxford Brookes University.

Although originally qualifying as a designer in the late 90's, I went on to join the British Army where I served in the Royal Corps of Signals. Since leaving the army, I have worked in Information Technology and Graphic Design but I decided to retrain as an architect.

Since finishing architecture at university, I have freelanced for a homeless charity where I am currently designing a wide range of vernacular shelters for homeless people.

EMPLOYMENT

Events Manager
Brookes Union (Oxford Brookes Students' Union)

Architectural Designer
Designing vernacular shelters for the homeless.

INTERESTS & HOBBIES

Emerging Technology,
Mellitology & Apiculture,
FPV & RC Aircraft,
Prototype Manufacturing with
3D Printing & CNC milling.

Jenny Bates

I came to live in Buckingham with my two teenage daughters almost 17 years ago and have enjoyed putting down roots here after many years of living abroad in Holland and in the Dutch Caribbean.

I worked for many years as a senior HR manager with Bedfordshire Community Health Services. As a result of this I have extensive knowledge of the NHS, and am also accustomed to working within the public sector. I retired in 2012 and spent the first year of my retirement planning and successfully project managing the building of an extension and updating my home. Having completed that, I decided to return to work and have worked for the past two years as an HR manager at the University of Bedfordshire. As an HR manager, I use a range of skills on a daily basis which I believe would be invaluable as a town councillor. For example, I communicate with staff and managers at all levels, deal with complex staff problems, assimilate complex information, manage change across the organisation, manage a team, negotiate, coach staff and am a good listener as well as keeping up to date with employment legislation.

Before becoming a HR practitioner, I worked in marketing and public relations in both Amsterdam and Curacao. In Curacao I presented a daily local radio news programme in English for the many non-Dutch speaking residents on the island, which I wrote and translated myself.

I will be retiring for a second time at the end of June, this time probably for the last time, although I intend getting involved locally in voluntary work. I have been involved previously in volunteer work with the Guide Association when I started a Rainbow group in Little Chalfont for girls from 4 to 6 years which I ran for several years on Saturday mornings.

I have a keen interest in developments in the NHS, and particularly in the care of the elderly, having shared caring responsibilities for my elderly mother until last year.

If I am co-opted, I am excited by the prospect of getting involved in trying to preserve the best of what Buckingham has to offer now, as well as helping to shape Buckingham for the future, although I am equally aware of the constraints of the town council's role. I am concerned about the type and level of development taking place in the town and the associated increased traffic and the impact on the environment, the town's schools, health facilities and historic buildings. I am aware of the need for development, but feel that the necessary controls need to be in place and that any development needs to fit in with the character of the town.

I would like to see more being done to 'beautify' the town with planting and trees and wonder whether it is possible to involve local groups and individuals in such efforts.



TINGEWICK ROAD BUCKINGHAM

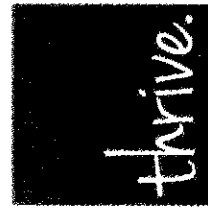
Appendix C

DESIGN CONCEPT DOCUMENT

APRIL 2015

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Hansteen



Site in the context of Buckingham Town Centre

INTRODUCTION

This document has been prepared on behalf of Ashletrie Industrial Unit (AIU) to aid in pre-application discussions with Buckingham Town Council and Aylesbury Vale District Council regarding redevelopment of part of Tingewick Road Industrial Estate, Buckingham.

Site Location

The Industrial Estate is located on Tingewick Road, on the western edge of Buckingham. The town centre is just under 750m to the east.

Opposite the site entrance is a small housing estate known as Westfields.

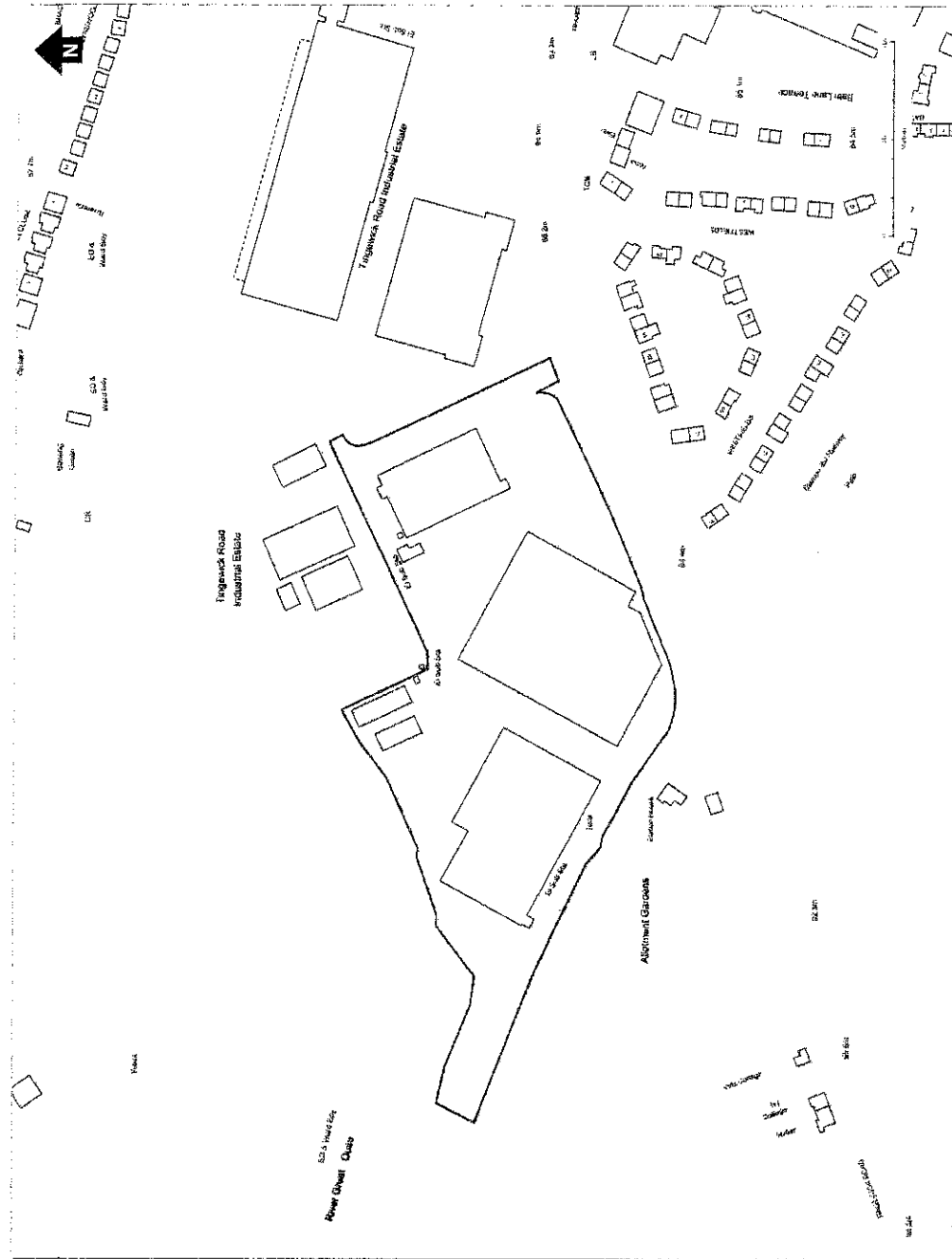
Bordering the site to the east can be found a large parcel which used to form the eastern side of the industrial estate. The buildings have recently been demolished and the site is currently being prepared for redevelopment.

Part of the northern boundary of the site is formed by the curtilage of three smaller industrial units, which are not owned by AIU. These units do not form part of the proposed masterplan and will remain in their current locations throughout redevelopment of the site. The rest of the northern boundary is delineated by a tree belt and considerable slope down to the River Great Ouse.

The western boundary is formed by the Bernwood Jubilee Way Public Right of Way (PRW), part of a 6.1 mile long circular footpath set within the boundaries of the ancient forest of Bernwood (mainly in Buckinghamshire with a small section within of Oxfordshire).

Tingewick Road itself forms the southern boundary.

The site topography is characterised by a gentle west to east slope, from an area of flat land in the west which used to form part of the old railway embankment. The lowest part of the site can be found adjacent to the eastern boundary.



Site Location Plan

SITE PHOTOGRAPHS

The site is an industrial estate and contains various sized warehouse buildings. Most of the groundcover is hardstanding with some areas of soft landscaping.

The site itself is generally level, with a plateau following the route of the old railway along the western boundary (photo nine). The site then gently slopes down west to east as can be seen in photos two and four.

The River Great Ouse can be found at the bottom of a steep slope - the former railway embankment - and runs within approximately 30m of the northern boundary.

The Barnwood Jubilee Way (photo twelve) is a narrow path that forms the western boundary. It is part of a wider footpath network linking settlements in the local area.



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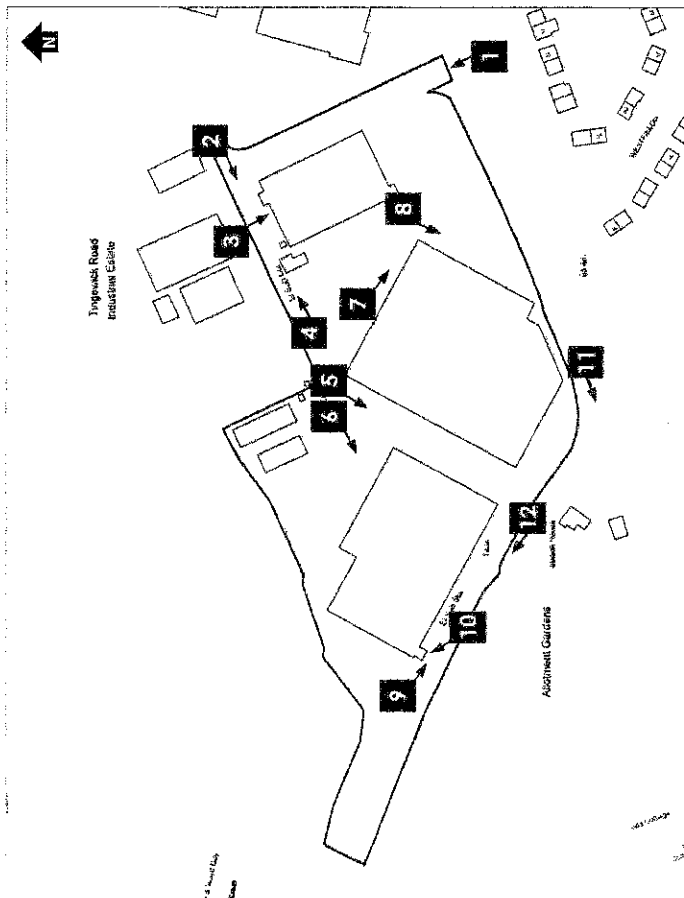


Photo Location Plan

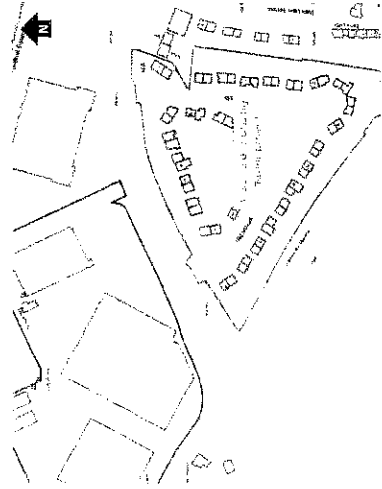
LOCAL CONTEXT

The buildings surrounding the site have a variety of architectural styles. Station House is located adjacent to the western boundary, its curtilage shared with that of Belwood Jubilee Way Public Right of Way (PRoW).

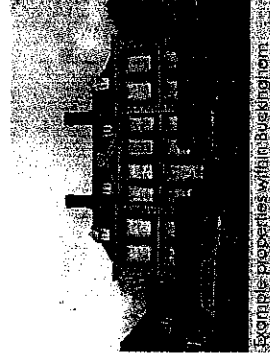
The housing development to the south of Lingewick Road, 'Westfields' is based around a typical 1950s loop layout and construction. The buildings are predominantly semi-detached, with red brick and plain concrete tile roofs. An area of open space in the centre of the development is well overlooked by residences, providing natural surveillance of the space.

Along Lingewick Road to the east can be found buildings of many different ages, with contemporary works units abutting older, more historic homes. One such unit is located on the corner of Fishers Field and Lingewick Road - a pair of 1.5 storey cottages finished in sandstone.

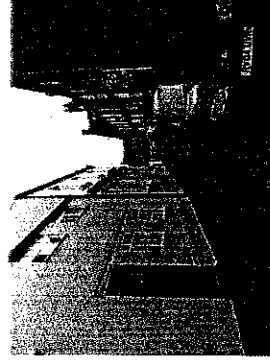
The centre of Backingham is located 750m to the east and contains buildings from many different time periods and of varying construction techniques and materials.



Station House



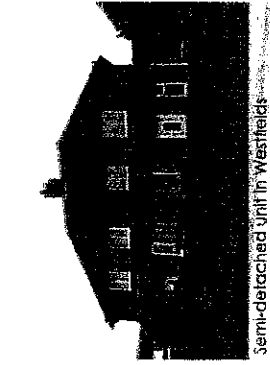
Example properties with Bushingham



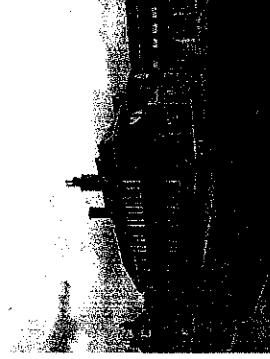
PRoW



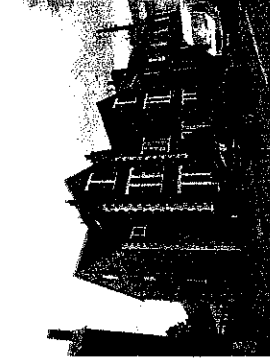
PRoW



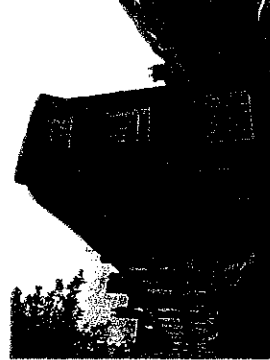
Semi-detached unit in Westfields



Example properties with Bushingham



PRoW



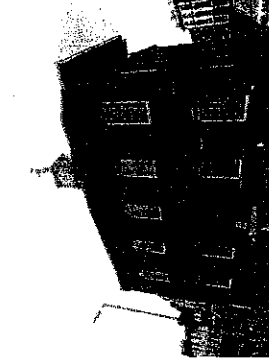
PRoW



Westfields central area of open space



Example properties with Bushingham



PRoW



PRoW



Cottages at Fishers Field and Lingewick Road



Example properties with Bushingham



PRoW



PRoW

CONSTRAINTS & OPPORTUNITIES

Access

- The topography of the site allows for vehicular access to come from the existing Industrial Estate access from Lingewick Road.
- There is a speed limit change to the west of the site entrance from 30mph to 50mph.

- Lingewick Road has approximately 1 vehicular movement per minute, the majority of these are deliveries to premises within the Industrial estate.

Movement

- The Berwood Jubilee Way (PRoW) forms the western boundary of the site and runs along the southern boundary.

Topography

- There is a gentle west to east slope, from an elevated, flatter part of the site in the west – part of the old railway embankment.

Views

- There are some glimpses of the existing structures from high viewpoints along Brackley Road (N) and from St Peter & St Paul's church (E).

Noise

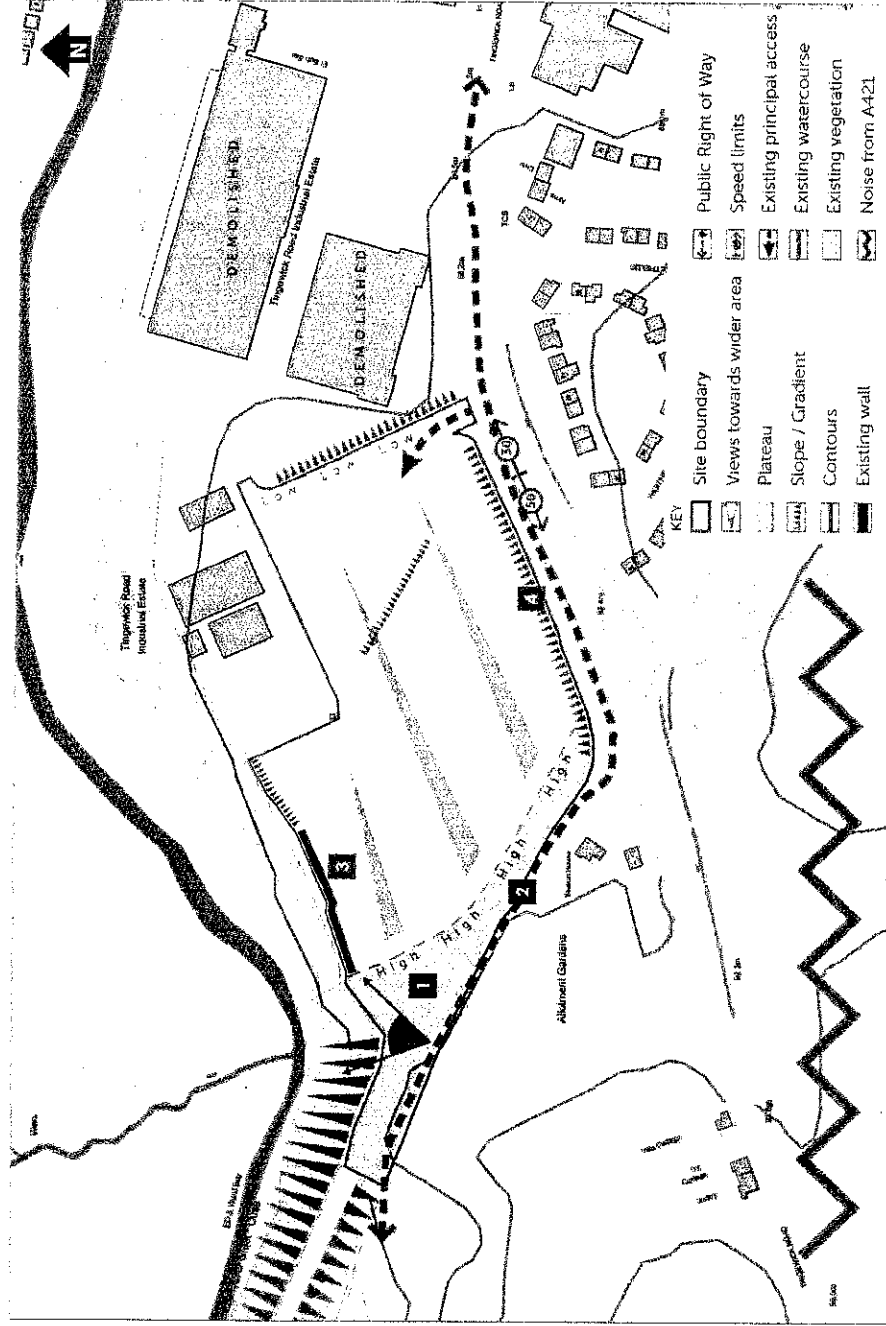
- Some loud noise from the A421 trunk road (S) can be heard whilst walking along Lingewick Road

Flood Risk and Drainage

- The site appears to lie within the EA's Flood Risk Zone 1 and therefore is not within a flood zone.
- In order to aid with surface drainage, a SuDS strategy would be implemented including attenuation ponds. It is possible that a pumping station would be need for foul drainage.

Public Open Space

- As per LPA site allocation requirements, 0.24 ha of informal open space and 0.12 ha of equipped play space have been provided within the layout.



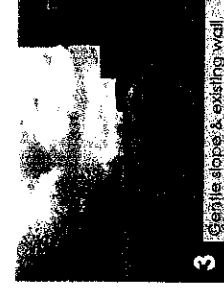
Constraints and Opportunities Plan



1 Plateau in north of site



2 Berwood Jubilee Way PRoW



3 Gentle slope & existing wall



4 Lingewick Road level change

MASTERPLAN

the accompanying masterplan framework sets out the framework for the development land parcels and open space. The key principles are outlined as follows:

4

The proposed scheme is for residential use and incorporates a range of dwelling types and sizes.

Amount

The proposed scheme is capable of delivering around 101 residential units based upon an average density of 45 dph, (based upon net developable land parcel measurement). The units will be predominantly housing with some flats which will help deliver a range of accommodation.

501

The scheme ranges in height from 2 storeys to 3 storeys. The younger buildings would be located within the centre of the site and buffered by two storey development located to the periphery and rural edges.

Landscape

The masterplan has been informed by a green infrastructure approach, the key points include:

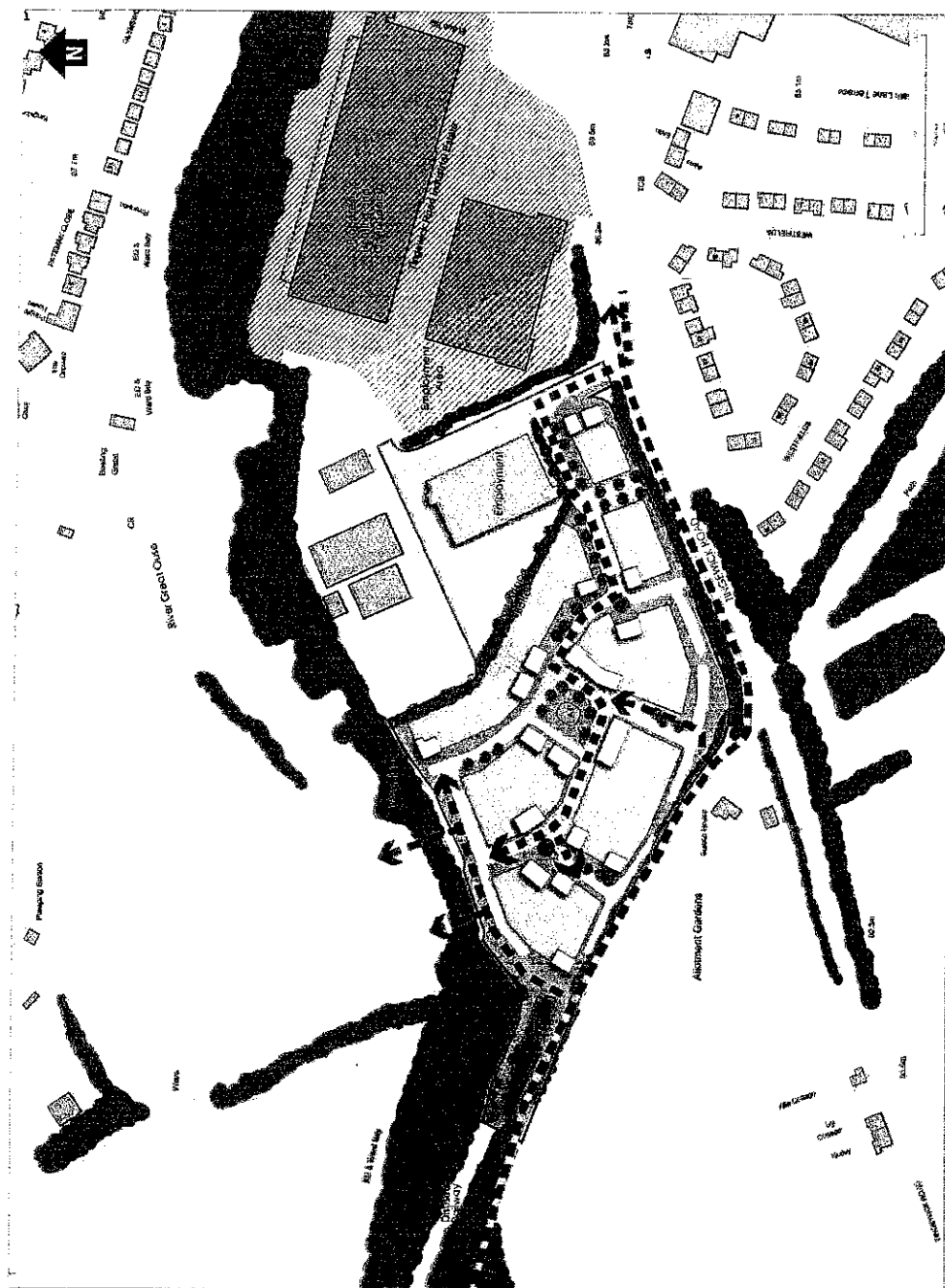
- Green corridor adjacent to the area of northern woodland to provide buffer and allow for wildlife movement corridor
- Development will form the woodland along the northern boundary to allow for public views of the river valley and access to the proposed River Great Ouse walkway.
- Central green and tree lined Primary Street provides opportunity for legible space and play opportunities.
- Existing hedgerows retained and enhanced to boundaries.
- Landscape and noise buffer around the existing employment uses to the north east

Form & Character

key buildings and groupings that form important focal points or 'tourist centres' within the scheme have been highlighted with the 'while development lingers'. The proposed character would draw on the locally distinctive vernacular and palette of materials indicated in the brief townscapes study.

Access

It is suggested that pedestrian linkages are suggested to link to the western footpath towards the north west and south west corners of the site.

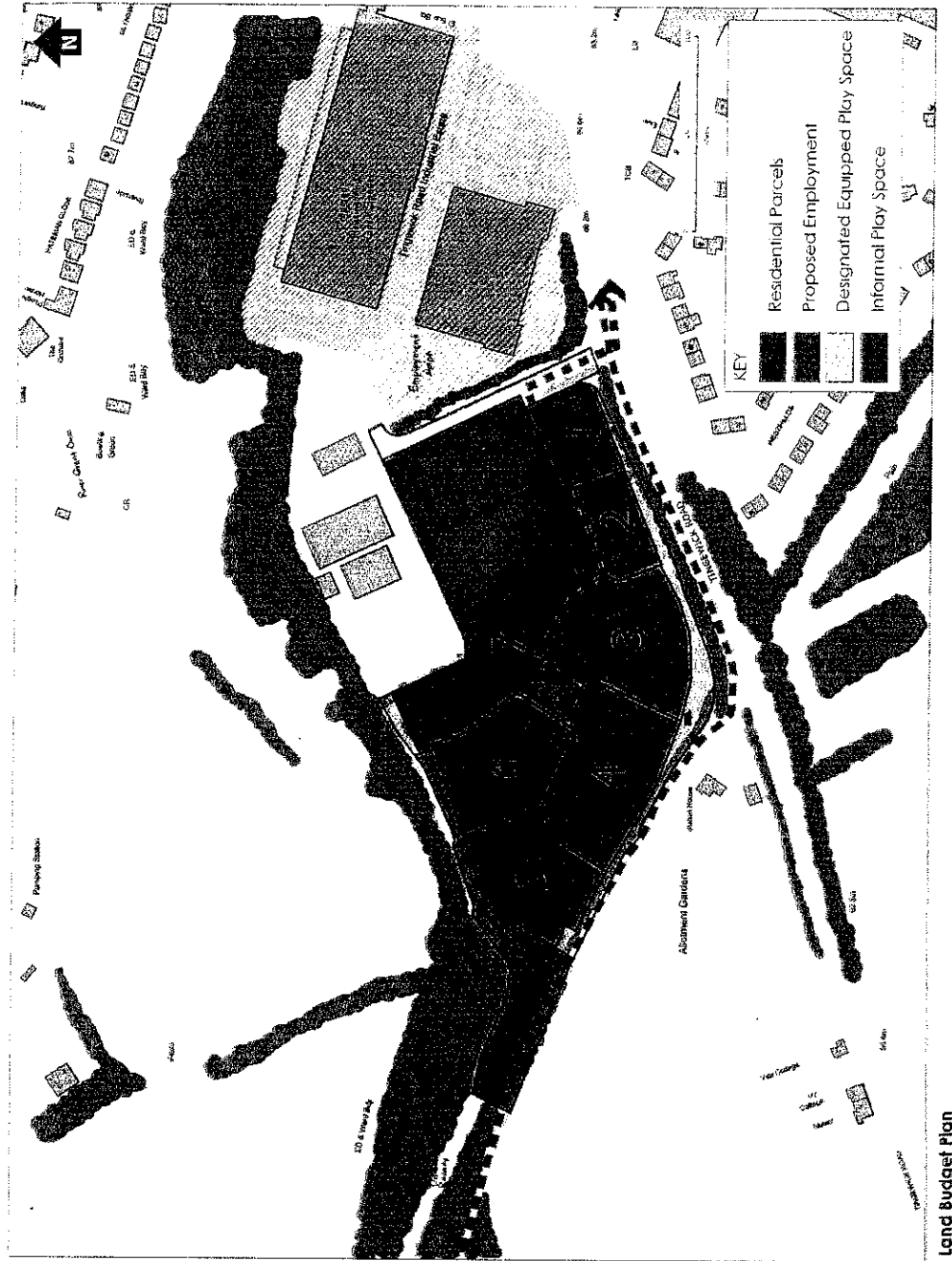


Illustrative Masterplan

LAND BUDGET PLAN

Parcel	Area (Acres)	Population
1	0.16	45
2	0.16	45
3	0.39	45
4	0.40	45
5	0.30	45
6	0.31	45
7	0.51	45
TOTALS	2.53	315

Designated Equipped Play Space	0.13
Informal Play Space	0.24
Proposed Employment Development	0.60



Land Budget Plan



thrive. Architects
Building 900, The Exchange
Riverside Road
Richmond
Virginia
23101-7045

571.017.4457
www.thrivearchitects.com

Land at Tingewick Road

Technical Note : Response to Buckingham Town Council

26th May 2015

1 Introduction

Brookbanks Consulting Limited (BCL) is appointed by Hallam Land Management to provide technical support in the promotion of land located on Tingewick Road in Buckingham.

The site has been identified as a suitable location for a residential development. The planning application for the site has been submitted to support the residential element together with a proposed cemetery site (Ref: 15/01218/AOP & 15/01242/AOP).

The purpose of this note is to respond to requests from Buckingham Town Council following the submission of the planning applications.

2 Traffic Assignment – Bath Lane

Town Council Query: Peak hour traffic using Bath Lane

BCL has produced a Transport Assessment (TA) which reviews the potential impact of the development on all the transport networks, including walking, cycling, public transport and local road network. The approach and methodology to be adopted within the TA was discussed and agreed by the Highway Authority, Buckinghamshire County council (BCC).

This included agreement on the methodology to identify the number of trips that are likely to be generated and how these trips were then assigned to the road network. The full details are provided within the TA, with the following paragraphs outlining the general approach that has been agreed.

To identify the likely trips that are to be generated by the development, the nationally accepted TRICS database was reviewed. This provides typical trip rates, per dwelling, on the number of trips that are likely to be generated. These trip rates were discussed with BCC and were agreed. This identified the total number of trips that are likely to be generated by the development.

To distribute the development generated trips, as agreed by BCC, the methodology included reviewing Census travel to work statistics. The review of the census statistics indicated the most likely destination of the development trips which could then be assigned to the road network. The resultant traffic flows are presented in Appendix F of the TA.

The distribution of development trips are illustrated on Figure 6 within Appendix F. Based on the methodology agreed with by BCC, Figure 6 demonstrates that the trips along Bath Lane will not increase at all due to the development.

There is limited footway provision along Bath Lane with only short sections provided. This reflects the nature and status of the road in the wider road hierarchy. Bath Lane is not a significant road link, as observed by the existing traffic levels. Figure 4 in Appendix F predicts the 2019 future traffic levels, a two way flow of 40 and 52 in the morning and evening peak respectively. This demonstrates that the traffic flow along Bath Lane is less than one vehicle per minute. This level of traffic is not considered to be significant.

Furthermore, the TA has assessed the accident history along Bath Lane, with no accidents reported in the last five years.

Therefore, it is concluded that the development will not have any effect on the Bath Lane environs.

3 Site Access Strategy

Town Council Query: Justification on access strategy

To determine the access strategy for any development, a logical step by step approach is taken. This is outlined briefly below:

- **Step One:** Consider the number of points necessary
- **Step Two:** Review road alignment horizontally
- **Step Three:** Review Road alignment vertically

Step One: The development will deliver housing on two areas, to the north and south of Tingewick Road. The northern parcel identified as 'Area 1' on the Parameters Plan will deliver circa 50 units and is located to the rear of the existing properties and is accessed from a single point. The southern parcel which will deliver the remaining units is accessed from two points.

At the time of submitting the planning application, the access strategy was carefully considered. In the first instance, it is important to consider the number of access points required. It is typical that a housing plot delivering only 50 units would only require a single point of access. Land parcel delivering in excess of 300 typically requires at least two points of access, justified through the need to deliver safe access in case of emergency. Therefore, the development requires three points in total.

Step Two: In considering horizontally, it is important to consider junction spacing and visibility

To deliver a safe access strategy, it is important that there is sufficient separation between access points to minimise the interaction to reduce conflict turning movements. It is typical that a separation of 70m is acceptable. As demonstrated by the locations currently identified of the junctions, this level of separation can be achieved. The frontage to the south is such that there is flexibility to the junctions into the southern parcel.

The junction visibility considers the ability of motorists exiting the development to have clear and unobstructed sight lines along Tingewick Road in order for a vehicle pull out in a safe manner. The distance required to the left and right and defined by highway design criteria. A review of the proposed locations indicates that the appropriate visibility splays can be provided.

The overall location of the site access points has considered the Tingewick Road environs in relation to the existing properties. The site access points have been located to minimise the impact on the existing properties, whilst taking into account junction design guidance. The location of the site access points has been offset from the existing properties to minimise headlight glare. Furthermore, the access points minimise the interaction with existing driveways, which reduces the potential conflicts, ensuring a safe means of access can be delivered.

Step Three: As indicated earlier, it is important that unobstructed views can be delivered. Road furniture, buildings and walls / fences could potentially block the visibility splays. The vertical alignment needs to be considered if there is a rise / peak in the road that would block the view towards on coming vehicles. The alignment along Tingewick Road has been reviewed, this indicates that although there may be undulations, these are insufficient to hinder or block visibility.

Summary: The access strategy has considered the relevant design criteria and has minimised the impact on existing residential properties. Therefore, it is considered that the access points as, currently identified will provide a safe means of access into the development and are located in the optimum position.

4 Off-Site Junction Impacts

Town Council Query: impact at junction between West Street and Bridge Street

As identified above, the assessment of the impacts on the local road network has followed the methodology as discussed and agreed by BCC. This included a review of the mini-roundabout junction between West Street and Bridge Street.

The details of the junction assessment are included within the TA. A review of this junction indicates that it is possible to deliver minor improvements in order to mitigate the minor impacts on this junction, as demonstrated by the plan attached to this note (Ref: 10136-HL-10).

The inclusion of the intervention mitigates the impact of the development.

5 On Site Layout

Town Council Query: Query in relation to the on site network

In relation to the on site road network, the TA identifies that a road hierarchy will be established. This will be based on the purpose of that link to ensure appropriate geometric principles are provided. The internal design will have full regard to Manual for Streets, which provides over-arching design guidance for residential developments.

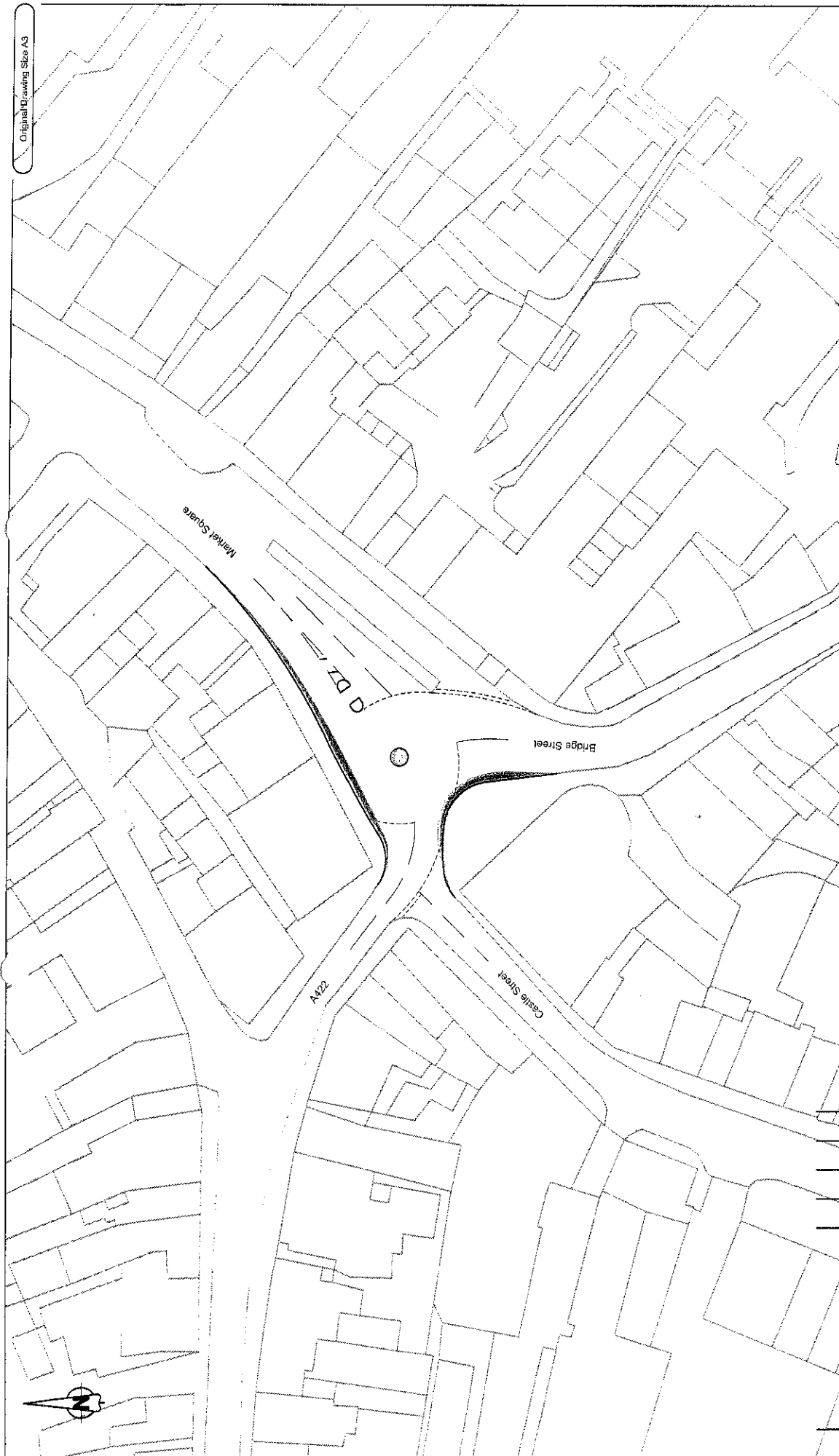
At this stage, the on site network is conceptual and will be subject to a reserved matters application which will, at that stage, consider the on site network in detail.

The road hierarchy identified in the TA consists of:

Primary route: A main road through the site will connect to the external access points. The design speed for the internal road is based on a speed limit of 30mph, although the aspiration of the development is to achieve lower speeds through careful design of the streetscape. It is envisaged that pedestrian and cycle movements will be catered for through on carriageway provision and footways.

Secondary Route: Secondary routes are designed to penetrate the individual development blocks and cater for vehicles at the reduced speeds, which will be reflected in the design and appearance of these roads.

Tertiary Route: These will be designed to penetrate individual housing clusters and will be designed to encourage lower vehicle speeds and could incorporate shared spaces between motor vehicles, pedestrians and cyclists.



Brookbanks

Consulting

6150 Knights Court Solihull Parkway Birmingham B37 7WY
Tel (0121) 329 4330 Fax (0121) 329 4331
www.brookbanks.com

Scale at A3

1:500

Drawing No.

10136-HL-10

Rev.

-

© Brookbanks Consulting Limited 2006

Market Square Roundabout
Proposed Alterations

Tingewick Road
Buckingham



Rev	Revision Details	Drawn	Checked	Approved	Date
					02-07-14
FOR COMMENT					
Issue Status		Approved	Date		
Drawn	LW	Checked	AE	Date JUL 14	

Interim Council – 8th June 2015

Agenda items 8 & 9 - Planning applications for relocation of shopmobility cabin (15/01601/APP) and new public toilets and relocation of shopmobility cabin (15/01603/APP)

1. The drawings for both were identical, even to the Location Plan, when the applications were originally notified; however the maps showed that the first is between the toilets they have applied for under 15/01010/APP and the Chamber door, and the second is on the shrubbery by the flagpole. A revised location plan was added to the website late on Friday 29th May after repeated contact with the Planning Officer. However without a more detailed site or block plan it is not easy to tell whether the toilets are to the right or the left of shopmobility as you look at the two blocks. At the very least a scale block plan is necessary. Neither include toilet plans, though the first notes the 15/01010 application. Careful study shows that in each case the toilets are to the right and shopmobility to the left of each pair.
2. The planning officer has said that 15/01010 is site-specific, ie they can't just get approval for the application at the first site and transfer it to the other side of the Community Centre.
3. The AVDC Engineering technician has submitted comments for 01603: Drainage "The application form states that surface water is to be discharged into the surface water sewer, this is not a suitable method as he automatic right to discharge into such a sewer has been revoked. The applicant should search for a new surface water drainage method using sustainable drainage techniques.
Until an alternative surface water drainage plan is produced, I recommend that the application is **not** approved on surface water drainage plans."
and Highways "If the planning officer is happy with the parking arrangements, I have no further comments in this instance".
4. The nearest parking bays to the flagpole site are BCC's and parallel to the kerb; Shopmobility clients will have to cross the road, assuming that AVDC rejig the bays on the Grand Junction side of the road.
5. Without any site or block plan, we have no idea how close they are to be to the Community Centre wall, or alternatively the wall of the traders' car park, how much room there will be for the outward-opening doors, and whether passers-by will have bollards or other protection, and enough room to get past when, say, the Blood Transfusion Service truck is parked on the paving by the flagpole.
6. The new location plan for 1603 shows the shopmobility building up to the rear corner of the drycleaners, ie blocking the pedestrian exit from the traders' car park. Members will be aware that many of the businesses in Cornwall Place do not have a rear entrance, so goods have to be brought round to the front of the premises.
7. Given that both buildings will be new, they could have been amalgamated into one. The gap between, given the roof overhang, will collect litter and weeds, and provide opportunities for antisocial behaviour, contrary to section 17 of the Crime & Disorder Act.

Mrs. Rossforth of Shopmobility points out:

8. Not all of her clients have a chauffeur or carer, and thus have no means of crossing the road until they have picked up a chair or scooter; the existing site is so close to her cabin she can nip out with whatever the client has booked when the car pulls in. Clients will have to phone to announce their arrival and where they are parked.
Having the shopmobility cabin as the furthest from the parking bays, on either proposed site, and the door being on the furthest end wall of the building not the front, means she won't be able to leave the building to ferry a chair/scooter to the client without locking the door every time she leaves – or another member of staff will have to be employed, as in Aylesbury.
10. The existing cabin has a space in front where new clients can safely have a trial run with their scooter to get used to the controls. The site by the drycleaners is too narrow and crowded.

BTC/07/15

11. The Verney Close end of the car park is relatively quiet, so her clients have time and space enough to load their shopping into the boot. This would not be true on the access road, where there is no room for the additional bay length.
12. There is a high kerb on the bays behind Waitrose and the Community Centre; clients would have to travel in the roadway as far as the ramp, competing with delivery lorries.

Katharine McElligott

2/6/15