



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

19 July 2016

Councillor,

You are summoned to an Interim meeting of Buckingham Town Council to be held on **Monday 25th July 2016 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. Presentation

To receive a presentation from Grant Stevenson of Barton Willmore on the development 16/02320/AOP to be considered later in the meeting.

The application drawings and documents will be available in the Chamber from Friday 22nd July 2016

4. Presentation

To receive a presentation from Mr. Mark Massey of NKA PA on a proposed development in the town.

Appendix A

5. Major Planning Application

16/02320/AOP

Land East of Buckingham, Stratford Road

Outline Planning Application with access to be considered and all other matters reserved a residential development of up to 170 dwellings and general amenity space including open space; landscaped areas; sustainable drainage measures including balancing ponds for surface water attenuation; new access points for vehicles, pedestrians and cyclists; associated engineering operation and all enabling and ancillary works.

Catesby Estates Ltd.

Planning Clerk's summary report attached

BTC/22/16

6. VALP

To agree to form a Working Group to formulate a response to the VALP consultation, recruit a minimum of three Members and agree a first meeting date.



Twinned with Mouvaux, France



7. Chairman's Announcements

8. Date of next Meetings:

Full Council

Monday 15th August 2016

Interim Council

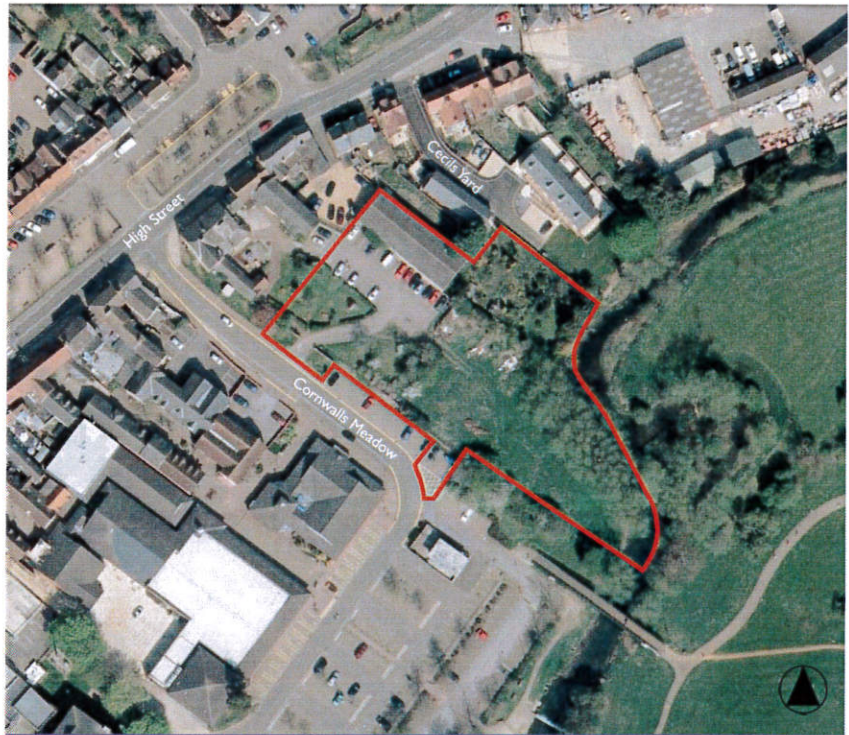
Monday 12th September 2016

To: All Councillors

Welcome and thank you for taking the time to come and visit this exhibition.

Crown Care are progressing exciting plans for the proposed development of a Care Home in Buckingham town centre.

The development will provide a 68 bed Care Home with 15 assisted living apartments in an attractive location just off the prestigious High Street on Cornwalls Meadow overlooking the River Great Ouse. The site is accessible to local shops and services and will help make an important contribution to the requirement for elderly care accommodation within Buckingham.



Location of the Site

Crown Care

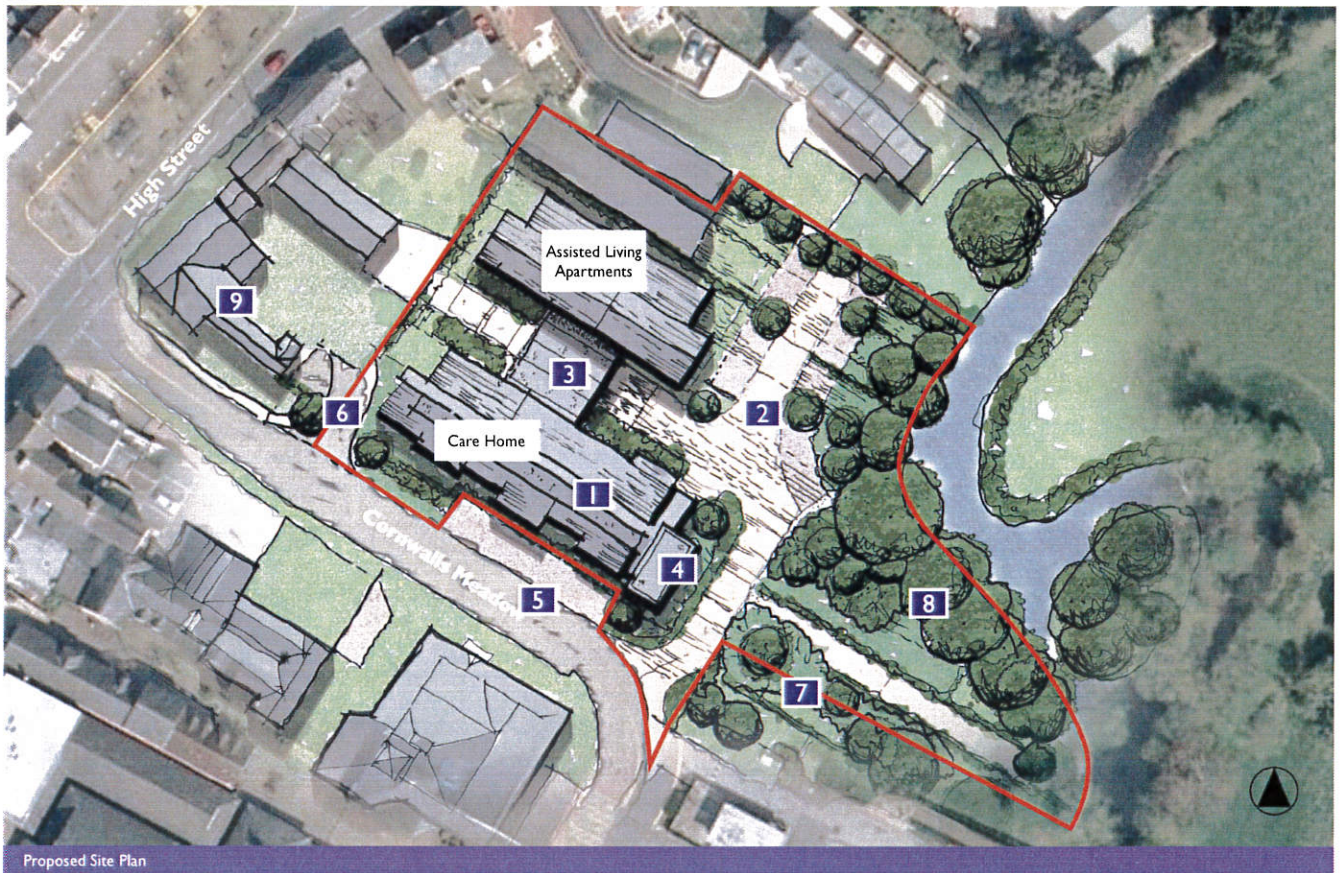
- Crown Care is an established operator and developer of care homes for older persons, with a reputation for delivering purpose built, design led, high quality accommodation.
- Our homes are registered to provide residential care for the elderly including nursing and dementia care as well as shorter term, respite or convalescence care services.
- All Care Homes within the Crown Care portfolio are regulated by the Care Quality Commission (CQC) and the company has attracted some of the leading clinicians and managers from across the care sector who have contributed to achieving what are uniformly high standards of excellence.
- Crown Care prides itself on providing thriving homes with a philosophy of care that puts the needs of our residents at the centre of everything we do and how we do it.

The Design Proposals

- The design creates an attractive building which responds to the wider historic character and setting of the site.
- The building will be three storeys in height and present an active frontage to Cornwalls Meadow. It will provide a new piece of townscape which removes a currently unsightly delapidated area of land.
- A "green buffer" is proposed between the new Care Home and the river to protect this river edge and riparian zone.
- The proposed Care Home will be built in traditional materials such as brick and clay tiles, with large glazed openings to create a more contemporary appearance within a historic built form.
- The proposals have been carefully crafted to draw upon vernacular and form of the development found within the town centre.



Photographs of Crown Care Care Homes



Proposed Site Plan

Key Design Features

- 1 Block broken up into a series of thin blocks to replicate historic narrower plot width
- 2 Car parking floorscape treated as shared surface space
- 3 Central atrium entrance link between east and west block
- 4 Gable designed to provide frontage overlooking the river and pedestrian route
- 5 Frontage to Cornwall's Meadow broken with projecting elements, variation to eaves height, box windows and subtle variation in materiality
- 6 Service access for Pub and Care Home
- 7 Private formal garden space for residents.
- 8 Habitat buffer to the river
- 9 Design responds to characteristics of buildings on the High Street



Artist impression of western elevation of care home

Key Benefits of the Scheme

- Estimated investment of £3 million in Buckingham.
- Construction labour jobs.
- Employment in excess of 150 full time equivalent jobs.
- Transform a recently vacant and dilapidated site which will provide a built frontage to Cornwalls Meadow.
- Overall costs of "Care" and "Health" packages are reduced by circa 30%.
- The proposed development will assist in meeting an identified housing need providing a 68 care bed home and 15 assisted living apartments in the centre of Buckingham.
- "Crown Care Living" will usher in a new generation of "retirement living" providers.
- Training and apprenticeship scheme to be developed in partnership with the District Council local schools and colleges.
- No loss of public parking. All parking associated with the development will sit within the development site boundaries.



Photographs showing the existing site



Artist impression of western elevation of care home

Next Steps

We welcome your comments on the proposed scheme before we submit the formal planning application. Your views are valued and we would like you to send them via email to info@idpartnership-northern.com or post to:

Hugh Daghish, IDPartnership-Northern, St. Jude's, Barker Street, Shieldfield, Newcastle upon Tyne, NE2 1AS

Comments and responses received by Friday 5th August 2016 will be reviewed by our team, and where possible incorporated into the proposed development. The Planning Application will then be submitted to Ayslebury Vale District Council.

INTERIM COUNCIL 25TH JULY 2016

16/02320/AOP

Response date 29TH July 2016

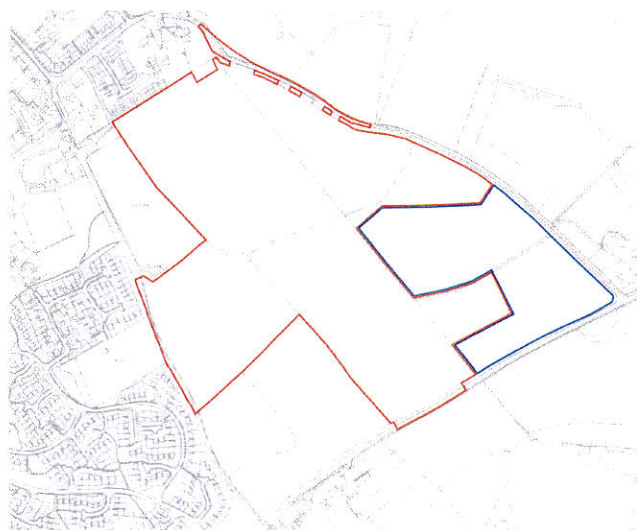
Land East of Buckingham

Outline planning permission with access to be considered and all other matters reserved; a residential development of up to 170 dwellings and a general amenity space including open space; landscaped areas; sustainable drainage measures including balancing ponds for surface water attenuation; new access points for vehicles, pedestrians and cyclists; associated engineering operation and all enabling and ancillary works.

This application is not in our parish, so details of design are not really within our remit for comments (the actual house designs and sizes do not form part of this application anyway); however the Design & Access Statement does rather emphasise Buckingham characteristics, and not those of Maids Moreton (they have used the SPG based on our V&D statement). The applicants acknowledge the lack of facilities in Maids Moreton and assume that Buckingham will supply most of residents' needs. This report therefore concentrates on those aspects of infrastructure, in particular traffic, most likely to be affected, though there is no obvious evidence of research into capacity of surgeries or schools to cope.



Current proposal site



Previous proposal site

The previous application (15/00051/AOP, for 400 houses) was withdrawn. There are hundreds of local objections listed on its web entry. Catesby retain ownership of the land east of the site and cricket pitch as far as Mill Lane (referred to as College Road in the documents) and up to the church.

Members can see that the site is now very much reduced and includes the southwest corner of the field previously excluded. It is effectively bounded by the cricket pitch, the bridleway, the Stratford Road and the existing hedgeline. It includes the old quarry (later landfill site) area, roughly where the red star is on the left-hand drawing, which cannot be built on, and will require capping due to possible contamination. Approximately half the site is the residential area (two yellow-green areas divided by the existing hedge); the blue areas are SuDS basins, the green public open space including a play area at the red star and some new woodland planting. The access will now be opposite Lockmeadow Farm. The play area will be suitable for all ages and include equipment suitable for disabled children. The hedges to the west and south are marked on 16th century maps, and the other boundary hedges are also on the 1885 OS map so will be species-rich and need permission to broach. There are pedestrian & cycle links to the bridleway north and south of Holloway Spinney (but not directly connecting into Page Hill) and along the Stratford Road from the access, crossing Page Hill Avenue with dropped kerbs to link with the layby, path into Greenway Walk, and bus stops. The bridleway is to be upgraded to cycleway standard. There is an existing public footpath along the top edge of the site which eventually reaches Mill Lane. A roundabout is no longer included at the junction with the Stratford Road.

The land falls approx. 0.8m across the site towards Page Hill and 15m from the cricket pitch hedge to the Stratford Road hedge.

Acknowledgement is made of the NPPF, the status of the VALP, retained policies of the AVDLP, the BNDP and the Maids Moreton NP (in preparation).

Members are reminded that any matter agreed at AOP stage will be treated as set in stone by AVDC, even if no details are provided and the detailed plans are radically different when received (see Lace Hill School, which changed position on the site, shape and orientation between AOP and ADP stages, and on which our comments were ignored).

Design & Access Statement

The notes on existing architecture and materials lean towards Buckingham rather than Maids Moreton, but are accurate. Given that the site is east of Page Hill (acknowledged to be unrelated to Buckingham in style and materials) and not adjacent to any of the Maids Moreton Conservation Area, referencing Buckingham's architectural characteristics does not seem relevant. Quoting 'the higher densities found in the centre of Buckinghamshire's towns and villages' as a reason for a continuous frontage along the spine road is a disingenuous way to increase housing numbers on an estate abutting open countryside.

None of the trees on the site are subject to TPOs, though there are TPO trees along the bridleway on the west and in Holloway Spinney. The majority of trees on site are within hedgerows and as many trees and hedgerows as possible will be retained.

The housing mix will be decided at the Reserved Matters stage (as will parking details; on-street parking has been added as a possibility); 35% will be Affordable.

Average density 31.5 dwellings per hectare (density on Lace Hill ranges from 30dph – 45dph, averaging 35 dph).

Houses will be 2 and 2½ storeys high.

The Town Centre is considered to be centred on Castle Street, though it would be in the applicant's interest to consider it as Market Hill/Meadow Row.

Two SuDS ponds are proposed at the Stratford Road boundary with attenuation rates equal to the existing field drainage rates. The site is in Flood Zone 1, ie well outside the flood plain. Water butts will be provided, and private parking areas and roads will have permeable surfaces.

Anglian Water would have to augment the treatment capacity of the sewage works to cope. Members will be aware that AW have already been carrying out works along the eastern and southern boundary of the site to lay a new main for Maids Moreton. The existing main runs down the hollow-way boundary.

Other utilities: Western Power, Southern Gas and BT/Openreach have confirmed they have capacity to supply the site. Overhead cables would have to be re-routed.

Transport Assessment

Three key areas are identified:

1. Encouraging environmental sustainability, eg reducing car use, promoting walking and cycling
2. Managing the existing network, eg improving low-cost public transport
3. Mitigating residual impacts, eg via road improvements

It is proposed that the site be served via a priority T-junction on to the A422 Stratford Road (ie a simple whitelined right-angle access, opposite Lockmeadow Farm). It is recommended (4.2.2, p16) that the 40mph speed limit be extended to east of the access.

3.3 (p11) Traffic data tables are unchanged from 2014.

3.4 (p11) A review of personal injury collision data (Oct.2010 – Sept.2015) shows 11 collisions, all slight, of which 2 were in the vicinity of the proposed access, and 2 at the roundabout. They conclude that there are no significant road safety issues meriting intervention.

3.6 (p13) #132 service. *There is no bus stop on Hilltop Avenue – the two buses a day stop by request anywhere along the Avenue. Access to Hilltop Avenue will either be (a) to the bridleway and uphill to the gap in the hedge behind Watlow Gardens and via Holloway Drive to Hilltop Avenue, or (b) to the bridleway and downhill or via the entrance and along the Stratford Road and then Page Hill Avenue – a pointless activity given the proximity of*

the regular services stopping at the Stratford Road bus stops. No other linkage into the “back” of Page Hill is possible as the back gardens are contiguous. No buses calling at Hilltop Avenue go to Brackley; they go to the London Road Tesco. It is possible to change at Tesco for Brackley, but there would be an hour’s wait. There are 4 buses a day from the High Street bus stand to Brackley, so that would be better information.

The table of bus services lists the #91 (two buses to MK after 7.30pm on Fridays and Saturdays only); the #132 (as above); the #151 (1 per day at 9.40am); the #60/X60 (to and from MK hourly, not Sundays). The X5 is added separately as it only stops in the town centre. None of the other destinations possible from the bus station is mentioned. Elsewhere (in the Planning Statement, 3.12, p6) it is stated that the Stratford Road stops provide services to Old Stratford, Deanshanger, Akeley and Thornborough (as well as Buckingham, MK and Aylesbury). It might have been useful to point out that the first two are only served by the #91 clubbers’ service as above, and the last two by one return trip per day, Monday-Friday only. Otherwise (except for Akeley) passengers have to go into MK and change— making a trip to Deanshanger over an hour long.

The internal spine road loops at the top (like a q) leaving a possibility that an bus service could be accommodated.

3.7.2, p14: Bourton Meadow Academy is not a secondary school (they have grouped it – as in the last application - with The Buckingham School and RLS). Thus all secondary-age children will be crossing town to the London Road schools (just under 2km as the crow flies). Even with a safe route through the parks etc, pupils are unlikely to walk this far especially in winter/bad weather. The secondary schools do not provide secure cycle parking. The hourly 60/X60 (currently 08.30 at Stratford Road, schools c.08.45) is pushing it for 08.50 registration (RLS) and too late for 08.30 (TBS) even if the bus was on time - and parents would have to pay.

Maids Moreton CE (pre-school and infants) and Buckingham Primary (nursery, infants and juniors) are within easy walking distance of the site, via the bridleway, but not easily accessible by vehicle for parents dropping children on their way to work; Bourton Meadow is less accessible, though the new path to the roundabout will lead to a link with Greenway Walk and safe passage to the school (but the drop-off parking is extremely difficult even now) and Lace Hill School, even via the bridleway off the Bletchley Road roundabout, would be quite a way for young children to walk.

Table 8, p20 shows calculated vehicle movements:

Table 8 – Person and Vehicle trips for 170 Dwellings

Peak Hour	Total Trips					
	Vehicles/Dwelling			Total People/Dwelling		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00 - 09:00	30	75	105	52	150	202
17:00 - 18:00	72	45	117	111	71	182
12 Hour Total	479	489	968	803	816	1,619

And Table 9, p20 shows work destinations

Table 9 – 2011 Census Journey to Work - Destinations

Destination	Percentage
Aylesbury	49.0%
Milton Keynes	19.5%
South Northamptonshire	4.7%
Cherwell	5.6%
Dacorum	1.9%
Northampton	1.5%
Oxford	1.1%
Slough	1.1%
South Oxfordshire	1.0%
Wycombe	1.4%
Other	13.2%
Total	100%

so approximately 70% of journeys to work should be turning left out of the access on to the A422. Modelling (5.5.1 & Table 11) shows that the junction will operate within capacity in both AM (08.00-09.00) & PM (17.00-18.00) peak periods, as will Mill Lane A422 junction (5.5.4-7 pp25-26) and the Page Hill roundabout (5.5.8-11, pp26-27).

Members will be aware of the existing difficulties for vehicles turning right on to the A422 from Mill Lane; residents of this estate wishing to access the town/the senior schools/the industrial areas may well elect to turn left and use Mill Lane and the Moreton Road, adding to pressure on the Old Gaol junction. Given that Moreton Road residents wishing to travel east are using Mill Lane to avoid traffic hold-ups at the Old Gaol, this might lead to conflict on the restricted width lane at peak hours.

Using the figures from the Bellway Moreton Road development, it is agreed that the Old Gaol and Town Hall roundabouts are at capacity now in peak hours. Mitigation is suggested via s106 payments. The Bletchley Road and London Road bypass roundabouts are shown to have capacity for their calculated vehicle movements.

Travel Plan

Travel Plans are site-specific and aim to reduce the number of car trips to fewer than is predicted by the desk calculations for the number of dwellings. **They also require continuous monitoring and refinement in order to be successful.** *[My emphasis; we have, as yet, seen no evidence of the efficacy of any Travel Plan leading to mode transfer]. The Plan includes the aspirational ambitions common to all such, the appointment of a Travel Plan Co-ordinator, literature distributed in the Welcome Pack, including bus timetables and a survey form to provide a baseline for the future surveys of*

peak hour travel movements. Targets for traffic movements will be adjusted to reflect the number of occupied dwellings. The aim is to reduce the number of car trips by 5% over 5 years from the calculated number in the Assessment.

The Plan repeats the bus frequency/destination information noted above, and the inclusion of Bourton Meadow as a secondary school, despite this Council having pointed out the error in the response to the previous application.

6.3.2 (pp17-18): A review of 2011 Census data for the Aylesbury Vale (11UBGX) ward shows that the existing modal split is 67% car drivers and 6% car passengers. This equates to 61% single occupancy car trips. The TP target is to reduce this figure by 1% per year in real terms.

Table 2 – Baseline and Targeted Modal Shares

Mode	Baseline	Year 2	Year 5
Single Occupancy Car Drive	61%	58%	56%
Car Sharing	11%	11.50%	12%
Walking	10%	11%	12%
Cycling	2%	2.50%	3%
Public Transport	2%	3%	4%
WFH	9%	9%	9%
Other	4%	3.50%	2.50%

(WFH = Working From Home)

Planning Statement.

Reiterates much of the above, and includes a table of comments on the previous application and their responses. That for Buckingham is:

Comment: Concern that the proposed development would have significant impact on Buckingham town's facilities, health centres, road networks, parking, town centre retail outlets and schools. Concern over increase traffic volume on A422.

Response: An updated Transport Assessment is submitted with this outline planning application which concludes that the impact of the development is not severe.

Our (3½ sides of A4) response made no comment on the impact on shops, except insofar as the proposal would increase pressure on town centre parking, but did comment on the capacity of surgeries and schools to cope (it was for 400 houses, remember). The TA does not address the capacity issue.

There is a Table (9.2, p54 and 10.1, p58) of Benefits (11) v Adverse Impacts (4), the latter comprising negative effects on views, loss of agricultural land, addition of artificial lighting, and potential impact on a Heritage Asset (not much).

There are other documents supplied, including a Heritage Statement, Utilities Report, Sustainability Appraisal, Landscape Appraisal, Site Appraisal, Statement of Community Involvement, Air Quality Assessment, Archaeological Statement, Ecological Appraisal, Flood Risk Appraisal, Noise Assessment, Air Quality Assessment, Lighting Impact Assessment (bound with Design & Access Statement), Agricultural Land Considerations and Tree Survey & Constraints.

Clerk's comments in italics throughout.

I was pleasantly surprised at the extent of the revisions to and expansion of many of the previous application's documents. Some, like the Archaeological Statement, obviously were restricted to a change of site maps as the archaeology won't have changed. Some, as noted above, have not even corrected errors.

Katharine McElligott

18/7/16