



BUCKINGHAM TOWN COUNCIL

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Town Clerk: Claire Molyneux

INTERIM
FULL COUNCIL

Wednesday, 14 September 2022

Councillor,

You are summoned to an Interim meeting of the Full Council of Buckingham Town Council to be held on Friday 23rd September 2022 at 7pm in the Council Chamber, Cornwalls Meadow, Buckingham.

Please note that the meeting will be preceded by a Public Session in accordance with Standing Orders 3.e and 3.f, which will last for a maximum of 15 minutes. Members of the public can attend the meeting in person. If you would like to address the meeting virtually, please email committeeclerk@buckingham-tc.gov.uk or call 01280 816426 for details.

The meeting can be watched live on the Town Council's YouTube channel here:

<https://www.youtube.com/channel/UC89BUTwVpjAOEldSlfcZC9Q/>

Claire Molyneux
Town Clerk

AGENDA

1. Apologies for absence

Members are asked to receive apologies for absence.

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. Moreton Road Phase III – Strategic Sites Committee

3.1 To receive a report of the meeting held on 1st September 2022.

[IM/69/22](#)



Twinned with Mouvaux, France;  Neukirchen-Vluyn, Germany 

Members are reminded when making decisions that the Public Sector Equality Duty 2010 requires Members to have due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct that is prohibited by the Act, advance equality of opportunity between people who share a characteristic and those who don't, and to foster good relations between people who share a characteristic and those who don't. All Committee documents can be found on the Buckingham Town Council's website. Alternatively, the Clerk can send you a copy of any minutes, reports or other information. To do this, send a request using the contact details set out above.

3.2 Motion: Cllr. Cole JP. Seconded by Cllr. Ralph

"That this Council requests that the Secretary of State for Levelling Up, Housing and Development calls in the decision by the local planning authority, Buckinghamshire Council, to approve 20/00510, Moreton Road Phase III for 130 dwellings, on the following grounds:

- That Buckinghamshire Council Strategic Committee members were effectively bullied into approving the application by the committee chairman and officers, who threatened that any delay to granting permission or appeal against refusal could result in hefty costs against the council.
- That the Buckingham Neighbourhood Development Plan was completely ignored in matters of design and layout, although it is the pre-eminent design policy for Buckingham.
- That officers admitted that parking spaces, garages and electrical vehicle charging points did not meet the VALP's minimum standards, despite it being a spacious greenfield site.
- And that there was no consultation with Buckingham Town Council about s106 agreements, contrary to Buckinghamshire Council's own Town & Parishes Charter."

4. Major planning applications

- 4.1 22/02689/ADP Land at Osier Way, MK18 1TG
Erection of 121 dwellings along with landscaping, garages, roads, and all ancillary works (Phase 1)
Vistry/Wates LLP [IM/70/22](#)
- 4.2 22/02988/APP Land at Foundry Drive [*Clarence Park*]
Erection of 16 dwellings and associated junction/access, parking, amenity space and landscaping
W.E.Black Ltd [IM/71/22](#)

5. Chair's announcements**6. Date of next meetings:**

Full Council: Monday 10th October 2022
Interim Council: Monday 7th November 2022

To: All Councillors

Contact Officer: Mrs. K. McElligott, Planning Clerk

Strategic Sites Committee meeting 1st September 2022 at 2pm in the Oculus
Sole application on the agenda – 20/00510/APP Moreton Road Phase III



Location plan



Site layout

The greenfield site on the west of Moreton Road between Bradfield Avenue and the Rugby Club has been developed in two phases, and a third Phase to the west of both existing (built-out and occupied) Phases forms the subject of this application.

Phase I	06/01809/APP	Residential development comprising 200 flats and houses with associated parking and public open space	<i>Approved</i>
Phase II	11/02724/APP	Erection of 80 No. dwelling units with associated parking, landscaping and open space provision	

Refused; allowed on appeal 2013

	13/01325/APP	Erection of 80 dwellings with associated parking, landscaping and open space provision.	<i>Approved</i>
Phase III	14/02601/AOP	Outline application with access to be considered at this stage for the erection of up to 130 dwellings and full planning permission for the change of use from agricultural land to sports pitches/recreational open space and informal open space.	<i>Approved; called in by the Secretary of State and Refused 2017</i>
	20/00510/APP	Erection of 130 dwellings, associated access and parking, landscaping and amenity space and the change of land from agriculture to use as sports pitches/recreational open space and informal open space.	<i>Applicants: Bellway Homes Ltd. & Avenue Farms Ltd.</i>

The call-in of the 2014 application was based on the site being outside the settlement boundary as defined in the Neighbourhood Plan (made 2015) and not included in the list of sites suitable for development. The approval was therefore contrary to a made Plan. VALP has subsequently been submitted and approved and includes this site (and Walnut Drive and Osier Way) despite local representations at the Inquiry, and as the later 'made plan' over-rides the Neighbourhood Plan where there is conflict.

The current application was submitted in February 2020, with major Amended Plans submitted in March 2021 and April 2022, all Opposed by this Council, and a call-in to Committee submitted.

Site Description:

The site is agricultural land and borders both existing Phases to the east. Access will be from the residential roads Lincoln (in the south) and Shetland (in the north) which will breach the existing hedge line. The northern boundary is the lane to Chackmore Farm, with the Rugby Club pitches, clubhouse and parking to the north of that. A Phase I road (Castlemilk) runs north-south east of the hedge and a public footpath (33) also traverses the existing housing areas from Moreton Road to the rugby club and Maids Moreton. A small area of industrial units is at Park Manor Farm, north of Phase I, with access from a lane running between Phases I & II from the Moreton Road. The proposed housing is all in the southern part of the site adjacent to Phase I; the northern part of the site, adjacent to Phase II and with road access from it is to house additional pitches, a play area and BMX pump track. Phase II also has a play area in its south-east corner. Phase I has no play areas.

Meeting report:

There are 12 Members of the Strategic Sites Committee; 7 apologies were recorded, though 2 of these sent substitutes (both members of their local Area Planning Committees). Cllr. Fealey attended, and is the only Committee Member for a North Bucks. Ward.

Buckinghamshire Officers attending:

Sarah Armstrong (Senior Planning Officer, Major Developments Team Leader);
 Andrew Cooper (Highways); Nina Hewitt-Jones (Application Case Officer);
 Katherine Stubbs (Legal Services);
 Sally Taylor (Democratic Services);
 Del Tester (Transport Strategy)

Buckinghamshire Ward Councillor: Robin Stuchbury

For the applicants: Roger Welchman and Stephanie Howard

For Buckingham Town Council: Cllr. Mark Cole JP

Local residents: Howard Osborne and Charlie Hedges

The Officer's published report ran to 124 pages, approximately half of which was a copy of the Secretary of State's decision on the previous application. An 8-page supplementary was added to the meeting website (at 7/9/22 it still hasn't been posted on the application website) approximately 30 minutes before the start of the meeting, but Cllr. Cole reports that copies were not available to attendees until the break in proceedings c 4.30pm, and then only on request. Following publication of the main Report, the Town Council had circulated additional information refuting the statement that the site did not flood (quoting the s19 post-2020 event report produced by Buckinghamshire Council), and pointing out (with photos) that they were proposing a third, possibly pedestrian-controlled, crossing in a 600m stretch of Moreton Road, that a perfectly adequate tarmac path already existed between the estate and the Bradfield Avenue bus stop, that a dedicated cycle lane down Moreton Road was not feasible due to width restrictions, and that they had mixed up the Old Gaol and Stratford Road bypass roundabouts. These points were addressed, to some extent, in the Supplementary.

The meeting actually started at 14.09 with usual meeting business, followed by the officer's report, planning history and description. Had the application been dealt with promptly (the original Determination Date was May 2020; the latest Agreed Expiry Date on the website is June 2021) the Neighbourhood Plan would still have been the effective policy, so extension until VALP was in place was clearly favourable to the applicants.

The Highways officer noted that the new crossing would cater for schoolchildren crossing to Highlands Road for Buckingham Primary School, that there was no continuous footway on the western side of Moreton Road into town and the cycleway was in the Buckingham Transport Strategy as part of the town-wide improvement of cycle links. The route into town was safe and well-lit. There had been no recorded collisions on the existing phases, and the roads were suitable for the additional traffic. The Old Gaol roundabout was over capacity, and by 2025 queuing up the Moreton Road will be 'marginally worse' but a permanent refuge (in place of the temporary one) and a marked lane for left-turning traffic into High Street would cope with this. Little extra traffic was expected into Maids Moreton direction, and the left hand filter lane at the Stratford Road bypass roundabout, with a separator island (a drawing was displayed showing this as substantial) would encourage traffic to use the bypass rather than come through town.

Ms Taylor was allowed three minutes to summarise the objections from Ward Cllr. Osibogun together with those from residents, and a separate three minutes to read those from Ward Cllr. Mordue (comments from Ward Councillors Stuchbury and Whyte and the Town and Parish Councils had been listed in the Report).

Cllr. Stuchbury had called the application in 2020 because he felt that the application should be discussed in public. He recommended a site visit as so many of the Committee might be unfamiliar with the geography of Buckingham, queried the feasibility of the proposed cycleway, sought assurances that the Town Council would have input to the design and equipping of the play area, noted that VALP omitted some aspects of the Buckingham Transport Strategy and regretted the lack of any reference to the Western bypass extension which would reduce the need for some traffic through the town. The proposed works to the A422 might not be sufficient, and the A421 study was not due until 2023.

The Chairman said there had already been a site visit. None of the Committee had any questions.

Cllr. Cole was asked about the single carriageway and on-road parking on Moreton Road, and whether it was a safe route for schoolchildren; whether it would be advantageous if the bus route diverted through the estate (yes, but at one bus a day, not very, and the similar proposal for Lace Hill had not materialised); if the proposal would be better with a playground; and if there was any

formal feedback on transport from residents (Cllr. Cole passed this to the residents to answer). Cllr. Cole's presentation in full is on the last page of this report.

The residents offered the following:

(HO)

- Traffic had to go via the town centre to MK, Oxford etc, the supermarkets and industrial areas and the senior schools;
- The town is not ideal for cycling due to narrow streets and hills;
- The southern Moreton Road access has very poor sightlines;
- The Neighbourhood Plan was developed and supported by local people with local knowledge

(CH)

- The water management for Phases I & II hasn't worked, so why is it being applied to Phase III? It should be self-evident that lessons should be learned before Phase III can be approved
- Lack of street trees to soften built environment; inadequate parking provision will lead to gardens being paved over;
- Residents feel short-changed by the ecological uplift proposed

He added, in answer to questions from Cllr. Fealey, that the attenuation basins do not work, there is no evidence of any monitoring, so nothing to base future planning on, and there are a few trees in the earlier phases, but not enough.

Mr. Welchman summarised the points the Secretary of State had refused the earlier application on BNDP grounds, but these were over-ridden by VALP. He asked that Members support their officer and approve the application.

Cllr Fealey asked why, on a greenfield site, the plans cannot accommodate the VALP standard parking sizes, and noted that the maximum distance to the bus stops is exceeded. Mr. W. said that the standards which applied when the original application had been submitted were being retained.

Cllr. Waters felt that 10 parking spaces (beside the rugby pitches) were inadequate and would lead to parking among the houses, and those streets are narrow. This will have an impact on the residents. The BMX track would be a big draw for the wider area, not just the estate. *Ms. Howard – The Rugby Club confirms 10 is adequate [the Club has parking and changing facilities by its existing pitches] and hopefully outsiders will walk or cycle to the area.*

This point was discussed further by the Committee, but the developer held to the view that only rugby players were to be catered for.

Cllr. Fealey asked about other community benefits, such as a shop? *Mr. Welchman said that they had worked closely with the officers and housing and Public Open Space was required, shops were not. Could a shop be provided on one of the [4] self-build plots? No VALP policies require shops, so none are provided; there is a policy for self-build plots.*

Cllr. Ng asked about EV charging point provision; *Mr. Welchman said that each house with a garage would have an EV connection, and 10% parking spaces in parking courts. [Clerk's note:*

2/3 of the housing has no garage, including all the Affordable Units, but some of the other houses have carports; I have asked the officer to clarify whether a carport counts, as there is no drawing showing EV provision].

Technical questions to the officers present followed, eliciting the following:

- Phases I & II were pre-SuDS and the requirements and information are more rigorous. It might be possible to retro-fit Phase II, that can be investigated.
- The walking (1.2km) and cycling (5km) distances to a range of destinations are acceptable; it is BTS strategy to extend the cycleways and contributions from various sources will enable this.
- The Highway improvements won't be ready before development starts; the impact of the proposal will not be severe. The route study for the A421 may be included.
- 10 parking spaces are adequate. Phase III has slightly wider roads, and visitor parking bays (some in laybys, not on the street).
- VALP has standardised parking bay sizes to match Buckinghamshire's larger dimensions; this application was made under the previous policy. Changing to the new size has been weighed up against the material consequences, and the old will prevail.
- The new filter lane at Stratford Road is taking funds from other sources as well, so will not progress immediately.
- £260,000 allocated to the Buckingham Transport Strategy – does it include this? It is one element of VALP policy T3.
- (Cllr. Fealey) The Old Gaol roundabout will be at capacity in 2025 – only an arrow in the road to cope, very disappointing. Also the cycleway will be impossible, people will have to walk; it needs to be achievable. Queues of up to 40 cars on Stratford Road – staggering. It will mean access to and from the bus station, and the main car park will be blocked, and have a dramatic impact on the town, but no solutions are offered. *[Clerk's note: I counted 43 cars from the Old Gaol to the far side of Sandmartin Close in the afternoon peak on Friday 2nd September; there were subsidiary queues at Addington Road and Page Hill Avenue, and the BP petrol station. An MK-bound bus had to mount the flood kerb opposite Wharf House to get past].* The two officers replied: *The modelling does not indicate a severe impact. The issues at the Old Gaol junction are known but nothing can be done because of the historic environment; traffic needs to be diverted out of town. We sought to refuse Phase II on highways impacts, but the [Appeal] inspector said it could be mitigated.*
- Cllr Fealey also asked about funding for health provision *[depends on NHS providing evidence of need]*, too-small garages lead to parking on the road *[policy in place]*, why no requirement for PV panels on every house *[to be discussed]*, ball-catching netting around pitches? *[No]*, or fencing around attenuation ponds? *[No, this isn't usual]*
- Cllr. Ng: if there are only 2 EV point in a parking court, will this lead to queuing for a charging opportunity? Why not every bay? *[That's the specific policy. More can be provided]*. And are they open to anybody, or just those residents? *[They will be less visible, in a parking court, and won't have a means to pay, so for the owner only]*. So who owns those 2? Do all residents of the flats have access? And how is the electricity used charged for? *(no answer)*
- (Cllr. Bass) Is the the only policy not complied with the parking size? *[see para 4.2.32 of the report]*

Cllr. Fealey suggested 'Defer & Delegate' pending further information on the subjects discussed. *[Ms. Stubbs: there would have to be new conditions; there is then the risk of an appeal on the grounds of Non-determination]*

Cllrs. Turner (Chairman), Brown, Fayyaz and Fealey then engaged with Ms. Stubbs on the questions of health provision, flooding and other matters and the possibility of an appeal being launched. Cllr. Turner proposed that he write formally to the relevant Cabinet colleagues. This was agreed, and a comfort break was decreed (16.25-16.35) before the discussion session started.

Discussion – was mainly various Councillors restating points made earlier and whether they would support the recommendation to approve.

The vote was taken at 16.52 – 5 for, 2 against - and so the application was approved and the meeting closed.

Cllr. Turner added that he looked forward to the next meeting and hoped that there would be better preparation on contentious issues.

KM 7/9/22

STRATEGIC SITES COMMITTEE 1st Sept 2022
20/00510 MORETON ROAD Phase III

Firstly, may I make it clear that while Buckingham Town Council accepts that this development is in the revised Vale of Aylesbury Plan, and no longer has grounds to object, in other matters the Buckingham Neighbourhood Plan is still the higher policy, as the VALP Inspector confirmed.

Accordingly, we note that while the officer's report refers to policies of the VALP and of the National Planning Policy Framework, it has ignored the BNP and its design policies, which include the Buckingham Vision and Design Statement, the adopted guidelines to new housing in the town. The proposed design has failed to acknowledge the open rural landscape of this development or local distinctiveness. The NPPF is quite clear that on this alone "permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area."

Regarding the layout, BTC opposes shared-surface streets on the grounds of safety and parking, and block paving, particularly as these roads are scheduled for adoption by BC.

We question the number of parking spaces to be provided; 320 for 130 dwellings and visitors do not meet the VALP minimum, nor do their sizes. This is an open greenfield site, so space is not at a premium. Only 10 per cent of parking bays will have charging points – these should be provided for every dwelling or resident bay, noting that sales of new petrol and diesel vehicles will be banned by 2030. And why only 10 parking spaces for two new rugby pitches?

I draw members' attention to the out-of-date travel plan, which together with the nearby development of 170 dwellings at Walnut Drive, Maids Moreton will see 300 new households at the same time. Walnut Drive mitigation deters traffic from using the Mill Lane route to the A422. Instead, it directs it along the A413 Moreton Road, which as it nears the town centre is reduced by parked cars to a single lane on a steep hill.

The site has a history of flooding, including Lincoln – the entrance into the proposed development - the latest in December 2020. It should be noted that the Flood Risk Assessment at 5.127 is therefore in error when it states there have been no reports of flooding since the 2014 FRA. (*Buckingham S19 Flood Investigation, Feb 2022*)

The much-vaunted bus service past the site consists of just two per day, the first at 9am, too late for schoolchildren and workers to use. The town's secondary schools and principal industrial areas are 2 kms away and the bus station 1.2 kms, both in excess of recommended walking distances. Cllr Whyte expanded on this and other transport issues in his call-in request, and there are 130 objections, plus those from the four affected town and parish councils.

Cllr Mark Cole JP
Planning Chairman, BTC

BUCKINGHAM TOWN COUNCIL
INTERIM FULL COUNCIL
FRIDAY 23RD SEPTEMBER 2022

Contact Officer: Mrs. K. McElligott, Planning Clerk

Additional information on Planning Application: Osier Way Development, Phase I

22/02689/ADP

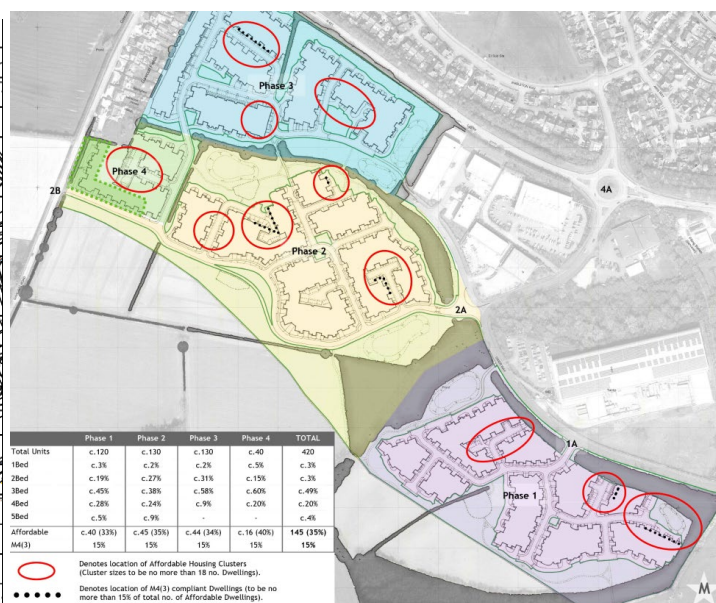
Land At Osier Way, MK18 1TG

Erection of 121 dwellings along with landscaping, garages, roads, and all ancillary works (Phase 1) |

Vistry Wates (Buckingham) LLP



Location plan – this phase outlined in red



Phasing Plan (red circles = areas of Affordable Housing)

This is the first of the Detail Plans following the approval of the Outline Plan 19/00148/AOP on 12th July. Three of the Discharge of Conditions applications for the AOP were considered at our August Planning Committee (A: Design Code; B: Phasing; C: Biodiversity); only C has been approved, which makes this application seem premature.

The housing breakdown for this phase is as follows:

	1-bed	2-bed	3-bed	4-bed	5-bed
Affordable (40)	2 maisonettes (ground floor M4(3); first floor standard)	8 houses 8 bungalows M4(3) 2 maisonettes (ground floor M4(3); first floor standard) 1 flat over 3 carports	16 houses	3 houses	
Sale (81)		5 bungalows M4(2)	55 houses (3 styles)	15 houses (3 styles)	6 houses (2 styles)
Totals	2	24	71	18	6

M4(2) = Accessible and adaptable dwellings (capable of future adaptation to use by the disabled)

M4(3) = Wheelchair user dwelling. There are no M4(3) sale dwellings.

There is a group of 16 Affordable Houses which backs onto another group of 10 to the west of the main access (around the area coloured blue on the layout below), which may form one cluster; 15 is the maximum for houses.

None of the Affordable Housing has a garage; all but one plot (104) has a shed in the garden with either one cycle rack (can accommodate two cycles) or two (4 cycles). A drawing of a cycle store (basically a cupboard with double doors) and a bin store for the maisonettes has been submitted, but they do not appear on the layout drawings, and there is no indication of whether they are for the first floor maisonette tenants only, or all the maisonettes. The bin store houses the usual blue and green bin sizes, three of each, plus a green-bin size for food waste and another for paper/cardboard. The plots these serve are not listed. The houses are all basic layouts with no extra rooms, and all the same design for each type. All but two (both end plots) are semi-detached.



MAIN ELEVATION
2-bed bungalow



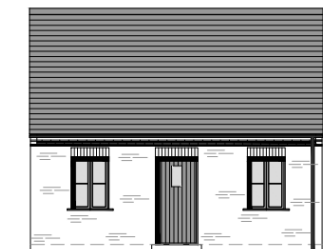
MAIN ELEVATION
2-bed house (Affordable)



MAIN ELEVATION
3-bed or 4-bed house (Affordable)

The Sale house styles have the same floor plans in each type but one 3-bed type comes in 4 versions, and another in 5 versions. Versions vary on their exteriors and may or may not have a bay window, a soldier course above and below windows, a porch roof, French or bi-fold doors to the garden from the living and/or dining room, or both. Some houses are to be rendered (mainly those on corner plots).

14 Sale houses have no garage, they have a cycle shed as above. 21 have a study in addition to the basic requirements, and 13 also have a utility room.



MAIN ELEVATION
2-bed bungalow (Sale)



MAIN ELEVATION
3-bed (Sale)



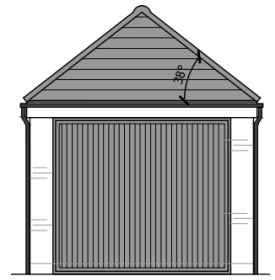
MAIN ELEVATION
4-bed (Sale)



MAIN ELEVATION

5-bed (Sale)

Typical garage (not to scale) – its other walls are blank



Front Elevation

Layout of this Phase – pink spots are Affordable housing

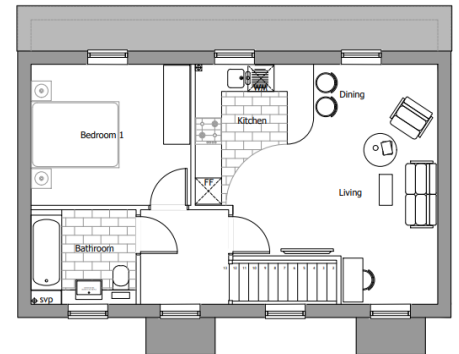
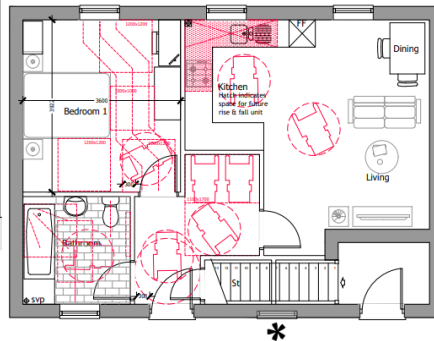


This is an unusual feature on the maisonettes:



MAIN ELEVATION

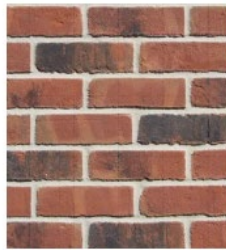
NOTE:
THIS WINDOW TO BE 'FAKE'
WITH GREY/BLACK
GLASS AND WITH INNER
SKIN BLOCK WORK BEHIND
TO MASK INNER STAIRWAY
LOCATION



Materials:



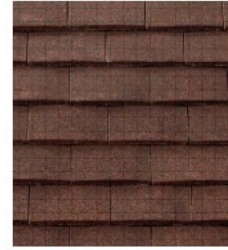
Red Brick Type 1 (1).



Red Brick Type 2 (2).



Slate or Slate effect Tile (A).



Clay or Concrete Plain Tile



Chalk Render.



Block Paving

- Denotes Block Paving in Adoptable Highway.
- Denotes Block Paving in Shared Private Driveway.

Garages and Parking arrangements:

Almost all the open-air parking is tandem and off-road, on the driveway if there is a garage, but there are some side-by-side bays at right angles to the roadway. Garages can be single, twin (one building shared between two plots) or double. Some are at the bottom of the garden with the driveway remote from the house (see also EV charging, below). Visitor parking is kerbside, even on the main access road, though some laybys are

provided. The number of bays provided should be, according to my calculations, which differ from theirs (but I get different house type totals too)

Provision Required;

No. of 1 Beds	=	03 @ 1* space per unit	=	3
No. of 2 Beds	=	23 @ 2 space per unit	=	46
No. of 3 Beds	=	56 @ 2* space per unit	=	112
No. of 4 Beds	=	33 @ 3 space per unit	=	99
No. of 5 Beds	=	06 @ 3* space per unit	=	18

Total = 121 = 258

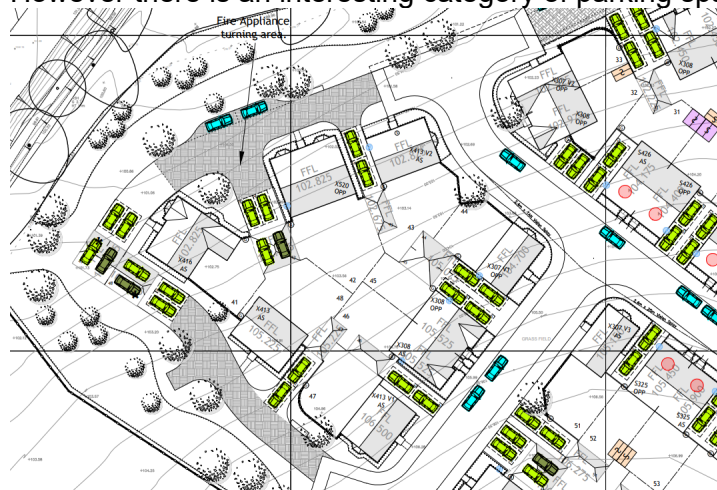
*Additional 0.5 spaces/unit to be provided as Visitor/Opportunity Parking = 32.5

Required Visitor Spaces (20% of Total Units) = 24.2

Total No. of Parking Spaces Required = 314.7
spaces per unit = 2.60

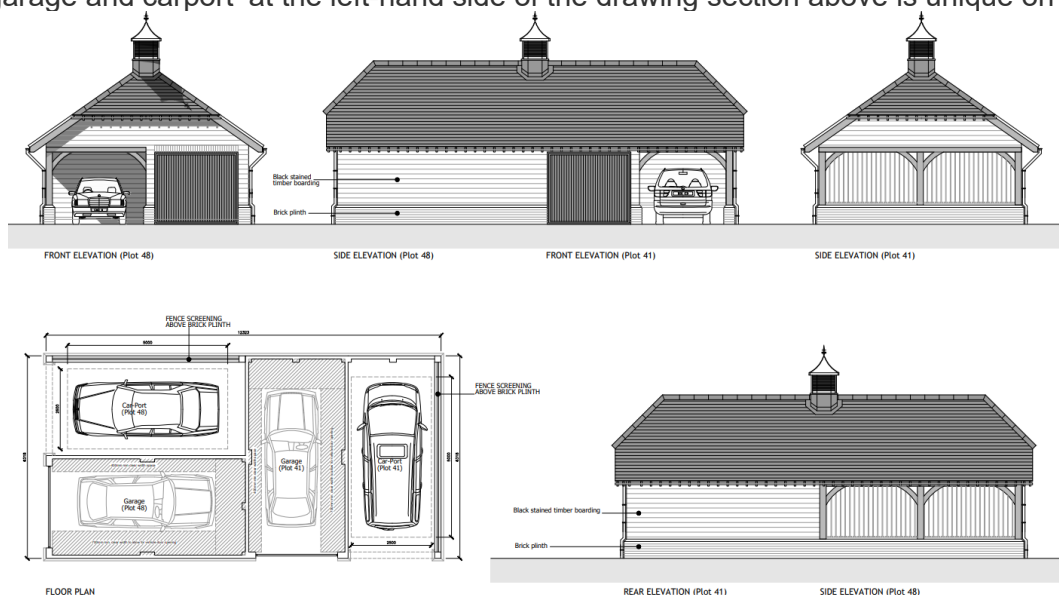
2 x 1-bed dwelling @ 1 space per dwelling	2	
Plus 1 visitor space between 2		1
24 x 2-bed dwellings @ 2 spaces per dwelling	48	
71 x 3-bed dwellings @ 2 spaces per dwelling	142	
Plus 1 visitor space between 2		36
18 x 4-bed dwellings @ 3 spaces per dwelling	54	
6 x 5-bed dwellings @ 3 spaces per dwelling	18	
Plus 1 visitor space between 2		9
Unallocated parking = 1+36+9 = 46;		
Allocated parking = 264 which is more than double 46		
so an additional 20% is required: (24) 24+264+46 = 334		

However there is an interesting category of parking space – the spare place in a garage, like this:



	On Plot Private Parking	=	256
	Visitor/Opportunity Parking	=	44
	Sub-Total	=	300
	Spaces available within Garages	=	16
	TOTAL NO. OF PARKING SPACES AVAILABLE	=	316
	spaces per unit	=	2.61

I have asked the case officer what this means. They are all single spaces in a double garage with driveway parking in front, so hardly something you could rent out to another resident with more cars than parking. The 'feature garage and carport' at the left-hand side of the drawing section above is unique on this site:



EV charging points

These are marked in pale blue so quite difficult to see on the drawings even @ A3; there are two types :

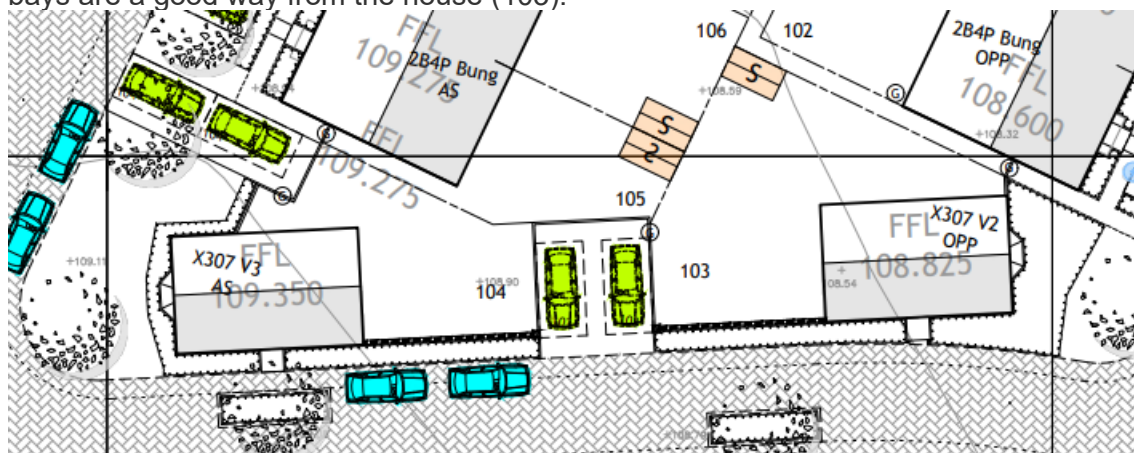
1. (marked with a blue spot) a) a wall mounted point for every house with a driveway, or

2. (a blue rectangle)

b) a free standing point for parking at the front of the house
a 'charging space' to comply with VALP Policy T8. There are three, in the carport under the flat on plot 20, and serve Plots 20, 21 & 22

Of the Affordable housing, one house and six bungalows have no charging point. The house's parking bays are across the bottom of the garden, and five of the bungalows have driveway parking adjacent to the building, and the last – at the end of the cul-de-sac - has two parking bays facing down the roadway but close to the house frontage


Of the Sale housing, 21 dwellings have no charging point; 3 of these have no garage, but one of these has driveway parking at the side of the house, another parking at the end of the garden (104). The third's parking bays are a good way from the house (103).




Two have their parking in the feature garage/carport illustrated on the previous page, and the other 16 all have a garage, albeit at the end of the garden, with tandem driveway parking in front of it. It is possible that the garages are not to have an electricity supply installed but it seems to me that (a) they should, and (b) even if that is not possible a free standing charging point could be put in. The switch and so on could be inside the

garden gate  adjacent to the drive for security.

Cycle parking is to be within the garage if there is one; plots with no garage are supposed to have a garden shed (or cupboard, in the case of the maisonettes). Plot 104 is the only one without either. The key is

 Denotes 2-3 Cycle Sheds

misleading:  Denotes 3-4 Cycle Sheds - this doesn't mean clusters of sheds it means 1 shed per garden with accommodation for 1 hoop or 2

Boundaries

- 2m acoustic fence along the Osier Way frontage behind the hedgerow
- 1.5m timber post and rail stock fence along the southwestern boundary with the field
- 1.8m brick wall (to match the house) where a garden boundary faces the road
- 1.8m closeboard timber fence between rear gardens
- 1.2m estate rail fence at the main entrance with brick pillars (pale blue on diagram below; the artist's impression doesn't match the drawing exactly)
- 0.9m hoop top fencing around the LEAP
- Hedges or shrub beds to frontages

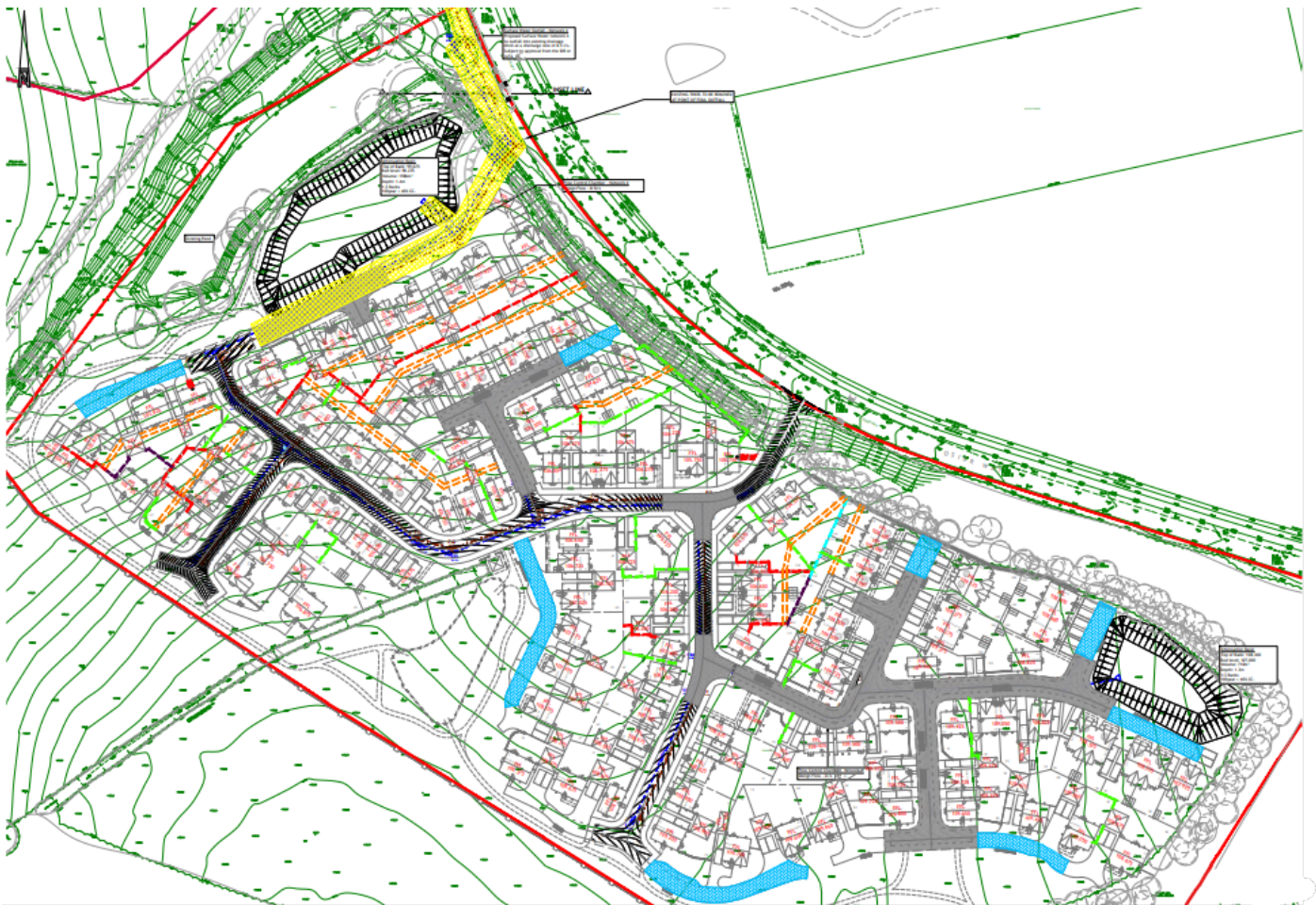


The Police Crime Prevention Officer raises several points about lack of surveillance, and insecure boundaries.
Bin collection

Comparison with the Block Paving drawing on page 4, above, shows that the bin lorries are not venturing on to the 'private driveway' areas shaded dark brown. This means that there are 13 'bin collection points' for the 33 houses on these shared driveways, and some very long haul distances (the drawing gives some of them, usually the longest; the longest labelled is 61m. 7 of them are over the 25m maximum. 3 are for wheelchair accessible bungalows.

Waste & Recycling have declared the strategy unacceptable, the bin capacities incorrect, the haul and carry distances too long in many cases, and the amount of reversing the wagons will have to do excessive and unsafe.

Attenuation and Drainage



There are attenuation basins at each end of the site; the blue areas are permeable paving, the yellow a proposed sewer easement. The grey-shaded roadways all have a proposed adoptable surface water sewer (blue) and foul water sewer (brown) marked on them.

However the sole response from Anglian Water states “Thank you for your consultation. Having reviewed the development, there is no connection to the Anglian Water sewers, we therefore have no comments. If this is to change, please re-consult with us.”

KM
9/9/22

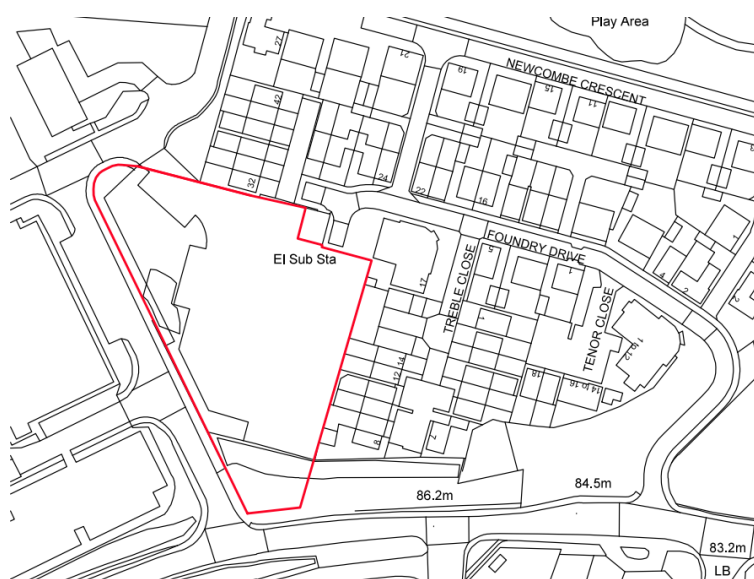
BUCKINGHAM TOWN COUNCIL
INTERIM FULL COUNCIL
FRIDAY 23RD SEPTEMBER 2022

Contact Officer: Mrs. K. McElligott, Planning Clerk

Additional information on Planning Application for infill housing at Foundry Drive

22/02988/APP

Land at Foundry Drive, Tingewick Road
 Erection of 16 dwellings and associated junction/access, parking, amenity space and landscaping
W.E.Black Ltd.



Location Plan



Satellite photo



Views into the site from the north (gate on Industrial Park access road close to Aerodex-Floyd). Treble Close housing in the background. The trees in the centre of the photo on the right will be felled. (all site photos taken 11/9/22)

The site is an area of cleared ground in the southwest corner of the former eastern section of the Tingewick Road Industrial Park. The remainder of the area has been developed as Foundry Drive, Newcombe Crescent and Tenor and Treble Closes, known as Clarence Park, with the riverside section to the north as amenity and play space and a wildlife zone. The other part of the Industrial Park remains to the west, and to a small extent the north, separated from the site by its access road. There is a band of woodland to the south between the site and Tingewick Road. This site and the Clarence Park area were listed as a

'committed site' for residential development in the BNDP, and the western section as Site I, for mixed use, including up to 100 dwellings.

The developer has attempted to market the site for industrial use for several years and failed to find any takers. It was classed as B1, but this is now Class E, and a change to C3 (residential) is now Permitted Development.

The proposal is to build 16 houses, 9 x 3-bed and 7 x 2-bed. There are two terraces, each of 3 2-bed houses in a row, with a 3-bed house built on the end with its roof ridge at right angles to them and this is repeated as a single 2-bed with a 3-bed at right angles to it as plots 15 & 16. There are two pairs of semidetached houses in a row, linked by a twin garage, and two detached houses at the northwest corner. The proposal is a modified version of a plan submitted for pre-application advice, which had 19 houses and parking arrangements considered too 'dominant' in the street scene. This layout can be seen under the plans submitted mapping the trees, which is confusing. The pre-application advice letter (January 2021) is reproduced in full in the Planning & Design Statement and does not list the Buckingham Design SPD under 'relevant documents', although it does refer to the Design Code for the adjacent development. Members should also note there is no Site Plan as such, the one reproduced below on page 3 is labelled Landscape Plan in the document list on the website and has several layers including details of the Waste & Recycling arrangements.

Highways' 2017 response to the previous proposal advocated retaining the site access from the industrial Area, seen on the satellite photo above, until construction is completed, and then it be closed up. Two accesses to the occupied housing were considered, one from Foundry Drive to the north, and one from Treble Close to the east; Foundry Drive was preferred, as Treble Close is a quiet cul-de-sac, but a pedestrian and cycle link was suggested from Treble Close. This does not seem to have been accommodated in this version.



The site access from Foundry Drive, electricity substation on the right



Site access from Industrial Park road, Foundry Drive to left, Treble Close in background. The suggestion that this be used during the construction phase seems sensible



The site from the parking court on the west side of

Treble Close (behind plots 1 & 2); where the suggested footway/cycleway could have gone



V = Visitor parking bay

A = bin collection point for plots 1 - 4

B = bin collection point for plots 9 – 11



West side of Treble Close, block of flats on right



View east along Foundry Drive from site access

Each house has a reasonably sized garden with a small area of hardstanding provided for the bins; some of these are beside the house (behind a gate), the ones between Plots 6 & 7 form a divider in the middle of a shared drive and some are at the end of the garden. For plots 9, 10 and 16, this is convenient for putting the bin out for emptying, but less convenient for filling it; for plots 1 – 4 there is a footpath running along the site boundary at the back of all their gardens to the collection point A (see map above), which if edged by standard height closeboard fencing (as Treble Close's is: this application's boundary treatment is not specified) and unlit, is not a safe environment. The plan above shows two shades of road surface, and the bin wagon tracking keeps with the darker, so one assumes the lighter colour must be unsuitable for heavy vehicle use. If so, I would have expected a third collection point at the western end so that the binmen will not have longer than a 10m haul. For the central area I have assumed that the bins are to be left at the kerbside outside the house for emptying.

Houses have short paths from the street to the front door, and in some cases to the gate that gives access to the rear garden. However all the streets are shared-surface; there is no continuous roadside pathway anywhere, even at the entrance, and the vehicle tracking shows that there is little room to spare between the frontages.

Housing details

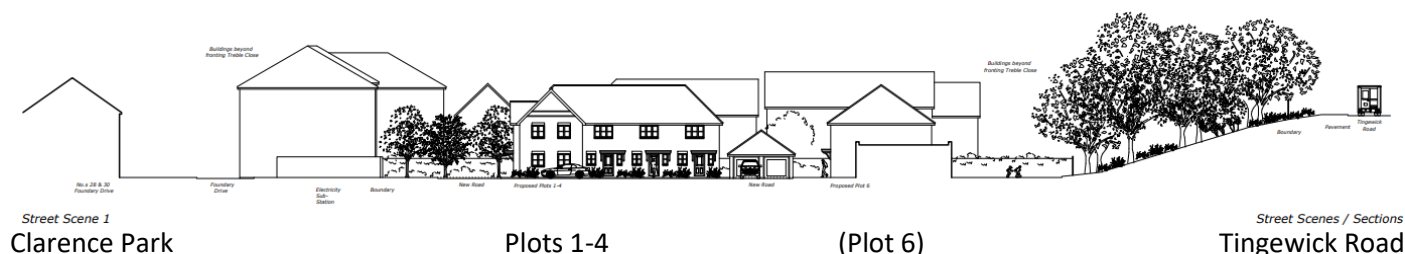
Plots 1 - 4 are intended as Affordable Housing @25%; the agreed 35% would be 6 dwellings.

Plot No.	Type	Ground floor	First floor	Parking	Bin collection (haul distances scaled off plan)
1	Semi-detached	Kitchen/diner, lounge, cloakroom	3 bedrooms, bathroom	2 tandem bays beside the house	Collection point A : haul distance 20m
2	Terrace	Lounge/diner, kitchen, cloakroom	2 bedrooms, bathroom	2 side/side in front of house	Collection point A : haul distance 26m
3				1 at 90° in front of house + 1 in a separate bay north of No1's parking	Collection point A : haul distance 31m
4				1 at 90° in front of house + 1 in a separate bay north of No1's parking	Collection point A : haul distance 36m

5	Semi-detached	Kitchen/diner, lounge, study, cloakroom	3 bedrooms, 1 with en-suite shower room, bathroom	Detached double garage + 2 driveway spaces	(Assuming kerbside at front of house) haul distance 20m if parking occupied + 6m to wagon
6	Semi-detached	Kitchen/diner, lounge, study, cloakroom, garage + bin bay on drive	3 bedrooms, 1 with en-suite shower room, bathroom	1 Twin garage space (garages to 6 & 7 are one building) +1 on driveway	(Assuming kerbside at front of house) haul distance 2m
7	Semi-detached	Kitchen/diner, lounge, study, cloakroom, garage + bin bay on drive	3 bedrooms, 1 with en-suite shower room, bathroom	1 Twin garage space (garages to 6 & 7 are one building) +1 on driveway	(Assuming kerbside at front of house) haul distance 2m
8	Semi-detached	Kitchen/diner, lounge, study, cloakroom	3 bedrooms, 1 with en-suite shower room, bathroom	2 side/side beside house	(Assuming kerbside at front of house) haul distance 17m
9	Semi-detached	Kitchen/diner, lounge, cloakroom	3 bedrooms, 1 with en-suite shower room, bathroom	2 side/side at bottom of garden	Collection point B haul distance 7m
10	Terrace	Lounge/diner, kitchen, cloakroom	2 bedrooms, 1 with en-suite shower room, bathroom	2 side/side in front of house	Collection point B haul distance 9m
11				2 side/side in front of house	Collection point B haul distance 16m
12				2 side/side at side of house	(Assuming kerbside at front of house) haul distance 19m
13	Detached	Kitchen/diner, lounge, study, cloakroom	3 bedrooms, 1 with en-suite shower room, bathroom	2 side/side at side of house	(Assuming kerbside at front of house) haul distance 4m; but 17m to nearest point wagon shown reaching
14	Detached	Kitchen/diner, lounge, study, cloakroom	3 bedrooms, 1 with en-suite shower room, bathroom	2 side/side at side of house	(Assuming kerbside at front of house) haul distance 4m; but 17m to nearest point wagon shown as eaching
15	Semidetached	Lounge/diner, kitchen, cloakroom	2 bedrooms, 1 with en-suite shower room, bathroom	2 side/side at front of house	(Assuming kerbside at front of house) haul distance 23m; but 13m to nearest point wagon shown as reaching
16	Semidetached	Kitchen/diner, lounge, cloakroom	3 bedrooms, 1 with en-suite shower room, bathroom	2 side/side at side of house	(Assuming kerbside) haul distance 3m

Site sections showing streetviews, and relative levels:

Facing east:



Facing south (1) northern end:



Facing south (2) southern end



Parking

Parking dimensions will be according to VALP, and provision of EV charging points. Policy T8 requires “one electric vehicle dedicated charging point per house with garage or driveway”. Members will see from the plan above that some parking bays are separated from the building by a flowerbed, so not constituting a driveway per se, and the parking for Plot 9 is at the bottom of the garden. It might also be suggested that at least one of the visitor bays be equipped for charging on a commercial basis.

There is one double garage (Plot 5) and one twin (Plots 7 & 8), which has extra length for storage. All three have driveway parking in front of them. All the other plots have two parking spaces either to the front or the side of the house, except for Plots 3 & 4, which have one each in front of the house and another one by the entrance on the far side of No 1's parking – this is inconvenient and not well overlooked.

There are 6 Visitor bays well distributed over the site, making a total of 40 (30bays+4 in garages+6Visitor).

7 x 2-bed houses @ 2 spaces per house	14
9 x 3-bed houses @ 2 spaces per house	18

Plus one visitor space between 2
Total requirement $\frac{9}{41}$

The Planning & Design Statement mentions cycle sheds can be accommodated, but none are provided.

Planning History (recent, non-industrial uses) All of these are for Clarence Park

1	06/03332/AOP	Demolition of existing structure and erection of commercial (Class B1 (a) and (c) and 93 residential units and the provision of associated landscaping and car parking	Approved
2	11/02116/AOP	Application to extend the time limit of application 06/03332/AOP	Approved
3	13/03139/ADP	Approval of reserved matter related to 11/02116/AOP for the Erection of 86 Dwellings. related to Access, Appearance, Landscaping, Layout and Scale	Withdrawn
4	14/02513/ADP	Approval of reserved matters of access, layout, scale, landscaping and appearance pursuant to outline permission 11/02116/AOP erection of 86 dwellings and approval of design code in accordance to Condition 4 of the Outline planning approval.	Approved

Note reduction in number of dwellings from 93 to 86, and the loss of the commercial units.



Illustrative Master Plan from 2006 application showing residential and commercial areas. The commercial site (blue hatching) remained undeveloped.

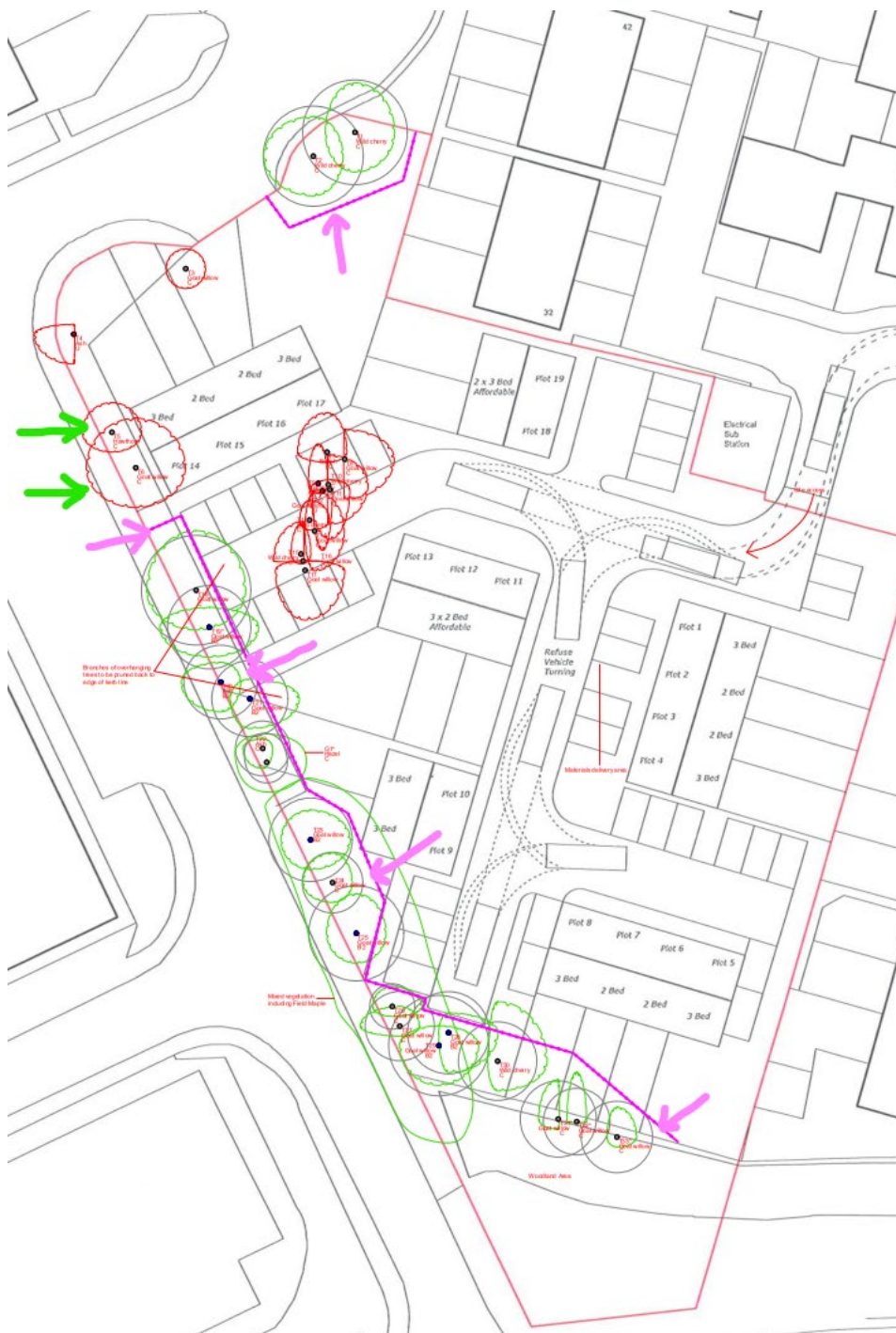
Trees

None of the trees on the site are Protected and it is outside the Conservation Area. The tree survey is recent, but the accompanying drawings are not. However the survey is sufficiently detailed and only two of the four trees on the northwest boundary would now have to be felled (according to the survey, but see below), but the clump in the left centre of the site would still have to go. All but one of the trees are either goat willow or wild cherry, and of class C (low quality) or U (such poor condition they aren't worth keeping); the other one, the mis-shapen outline in the upper left corner, is an ash, category U, and recorded as having stem failure on its east side.

The hedgerows along Tingewick Road and the access road to the industrial Estate are so dense it wasn't possible to photograph any useful view of the site, and though the trees are all rated C or B2 none are rated U.

Considering that the site plan is labelled 'Landscape', its key merely notes 'indicative proposed tree planting' so there are no details of whether native species are being considered. Otherwise the best description offered is 'the scope to introduce new landscaping and replace expanses of concrete...is considerable' (¶5.24, Planning & Design Statement).

There is also an Arboricultural Method Statement document.



Note (1) that the house layout is not the current one, it is the pre-app one;
 (2) that trees to be retained (possibly with some pruning) are outlined in green
 (3) that the trees that would have to be felled are outlined in red *except* the two arrowed with green (a hawthorn and a goat willow), which seems to be the only difference from the previous version; however the survey indicates that the other two on the boundary are to be felled, while the site plan indicates they are to be retained.

(4) that the heavy line in pink on the site side of the tree line (arrowed) is where the tree protection fencing will go.

Flooding

The EA flood map shows:



A finished floor level of at least 82.65m AOD and at least 0.15m above adjacent ground levels is recommended. Surface water and foul water drains are to be connected to the Clarence Park sewer system.

The peak of the 2020 flood was estimated at 82.0m AOD.

Contamination

Given the previous industrial use of this site, the applicant has undertaken to have a contamination survey carried out. This is not yet posted on the website (11/9/22).

Neighbour relations

It should be noted that Clarence Park was built by a different developer, and there is a management company to look after the private roadways and parking areas, the green spaces including the riverside buffer zone, and the playground. The new residents of this proposal may be using some of these and one would hope that some contribution to the management fees has been arranged.

KM 11/9/22