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3/2/2010



PARISH/TOWN COUNCIL COMMENTS ON PLANNING APPLICATION:-

09/02374/APP - CALVERT GREEN

Land Off Brickhill Way/Sandstone Close Calvert Green Bucks

Erection of 98 dwellings, two retail units, public open space, car parking and associated roads and sewers

CASE OFFICER: Mrs Claire Bayley
CONTACT NO: 01296 585335


DATE COMMENTS REQUESTED BY:- 22nd February 2010

09/02374/APP - CALVERT GREEN

The Parish/Town Council:-

- 1. Has NO OBJECTIONS (Please give any supplementary comments below)
- 2. SUPPORTS the application (Please give any supplementary comments below)
- 3. OPPOSES the application (For the reasons given below)

4. Makes the following comments:-
please defer to attached document from Calvert Green P.C.

Signed:  Date: 1. March 2010
BRIAN PETHICK
CHAIRMAN
CALVERT GREEN PARISH COUNCIL

If either option 2 or 3 is selected and we are minded to decide the application at odds with these views then we will refer the application to the Development Control Committee for decision and you will be invited to come along and address the Committee. In all other situations the applications may be determined by Officers under delegated powers (subject to other tests being met)

**Development Control
Aylesbury Vale District Council**

RE: 09/02374/APP –Calvert Green

Erection of 98 dwellings, two retail units, public open space, car park and associated roads and sewers.

The Calvert Green Parish Council opposes the current scheme for redevelopment of the Employment Land for the reasons given below, but supports any future proposal for a change in classification from B1 to A1, C3 and D1

Employment Land History

A decision was made by the Inspector to maintain land for Employment use at Calvert Green in response to the loss of over 300 jobs on the site in the early 1990's hence the land formed part of the Development Plan and Policy. RA25.

This decision was based on the need to provide a balance between places to live and an adequate supply of Employment Land within the district and any future development of the Employment Land would be considered against the background of the district wide requirements for the provision of employment land, and in line with the adopted policy. Also that should material considerations indicate otherwise, adequate vacant or allocated Employment Land exists over and above the site so that the supply of Employment Land within the Development Plan would still be met.

The question is does the Employment Land continue to fulfil the function for which it was originally intended.

CGPC believe not and welcome the application for a change in classification from B1 to A1, C3 and D1, and have viewed the application with that in mind aligning it to the present development and surrounding landfill operation.

The Site:

Location Plan 1010/001/003 shows the 3ha of Employment Land. However the plan is incorrect as it shows the boundary line along Sandstone Close some 35 meters from the Boundary defined within the planning approval granted by AVDC on the 18th August 2000. The scheme includes POS5 which although still to be adopted is embodied in the Deed made on the 18th June 1999, within the fourth, fifth and sixth schedules and thus must be identified within any future scheme. For clarity we have included a part copy of drawing A1420/2.1/03 Rev D to support the above statement which clearly shows the boundary of the Employment Land and the Residential Land.

Access and Movement:

The scheme shows Primary access to the development via an existing carriageway named Brickhill way, with a Secondary access point via Sandstone Close.

The main link road connecting Brickhill way and Sandstone Close with the proposed development is shown to be 5.5 meters wide together with 2 meter wide footways. However, the Employment Land was only going to be accessed via Brickhill way with an emergency link provided via sandstone close and thus the exiting roads were designed within those parameters.

Access and Movement:

Whilst Brickhill way is 6.3 meters wide Sandstone Close is only 4.8 meters wide at the junction of the Employment Land, (width of 2 standard parking spaces) and thus not suitable for a primary route without major redevelopment of the existing road, public open space, drainage and diversion of the statutory services.

Calvert Green Parish Council can not support the current Access and Movement scheme which is not viable. Furthermore, the scheme does not address the access and egress of the development whilst under construction which is of primary concern to the residents.

Traffic Generation:

Calvert Green is a remote rural community with the nearest local amenities in Steeple Claydon some 3 miles away. Interest in the site for B1 use has been extremely poor due to its remote nature and the availability of far more appropriate commercial development sites in Milton Keynes, Banbury and surrounding area as stated within the Planning Statement.

The model used by Millard Consulting compares the traffic generation for a B1 Office commercial development with a residential development without apparently taking into account the remoteness of Calvert Green.

The percentage of sites located in urban areas for B1 is 75% and with that said the report uses data from selected locations from Town Centres, Edge of Town Centres, Suburban areas and Edge of Town, in keeping with the B1 location profile.

For the traffic generation for the residential development the report uses data from selected locations from Edge of Town Centres, Suburban Area, Edge of Town, and Neighbourhood Centres.

Calvert Green is served by three bus services, the number 16, 17 and 18. From the timetables included within the submission there are a total of 7 Buses (16 including 17 services) leaving Calvert Green to go to Aylesbury weekdays Monday to Friday commencing at 07:40 to 17:10.

Based on the above CGPC can not concur with the report prepared by Millard Consulting showing Trip generation for B1 and a residential development as they are not based on figures for a rural community.

Calvert Green is a remote rural community poorly served as outlined within the Planning Statement and as the residents can not rely upon public transport for travel, this would undoubtedly generate more trips peak times Monday to Friday.

Housing Solution:

We note that the Scheme shows both Low density Housing (30/35 Units per Hectare) mixed private dwellings and Medium density Housing (35/45 Units per Hectare) affordable dwellings, but with no recreational facilities i.e. another equipped play facility, which would not be in keeping with AVDC POS strategy.

Affordable Housing:

We note that the affordable Housing mix comprises 35% of the general dwellings i.e. 34 of the 98 units including the accommodation linked to the retail units, 75% of the affordable dwellings will be for social rent i.e. 24 of 34 and 25% i.e. 10 for shared ownership occupation.

Affordable Housing:

CGPC can not support a scheme where by 75% of the affordable units are for social rent, especially as no Registered Social Landlord has been identified and especially as some of these units would be linked to the retail units.

CGPC supports affordable units for Key workers serving the local community and for Shared ownership occupation for local residents in Calvert Green and surrounding villages who wish to remain in the village environment but are unable to afford to enter the property market because of the lack of affordable property for sale privately.

This is a very important consideration in retaining local communities, maintaining a balance and stopping the trend of young people having to move out because they can not afford to live locally.

As mentioned within the Planning Statement Calvert Green is a remote local community with no infrastructure and poorly served, with this in mind we do not consider that the Calvert Green is a suitable location for affordable homes for social rent.

Retail Solution:

Retail Units:

There is a need to provide some essential community infrastructure that is currently lacking. At present Calvert Green is sparsely provided with a Community Hall located centrally within the development, representing the only community facilities.

CGPC would welcome the provision of two Retail Units within the scheme, but cannot support the affordable accommodation (Social Rent) link to the units.

The original planning permission for the development (refA/97/1724/AOP) sought to provide provision of a Retail Unit on the corner of Cotswold way and Sandstone Close, but as you require 1000, dwellings to sustain a Tesco one Store or similar and the proposed site was situated in the heart of the development with no passing traffic, even by vigorous marketing by the developer proved unsuccessful.

Calvert Green can not sustain retail shop units, but CGPC has received overwhelming support from the community for a community farm shop. This has proved extremely successful in neighbouring Twyford village.

For this to prove financially viable CGPC would require under the section 106 agreement for single storey Retail Units with associated parking facilities to be gifted to the Parish Council and form part of the reserved matters application.

The section 106 agreement would need to cover the initial maintenance of the units covered within the defects liability period and the transfer of the units to the Parish generally.

With that said CGPC can not support the present scheme and any future scheme which as part of its proposal provides Retail Shop Units for sale or rental purposes and linked to dwellings for rent especially those for Housing Associations.

Impact of WRG landfill Site

CGPC have reviewed the object from WRG to the development and concur with there overview presented in their letter of 17th February 2010. That whilst they operate under licence in accordance with statutory consents the potential for residents to be effected by both noise and smells from the present landfill operation is unavoidable.

CGPC conclude that until such times as a new access road is established to the Landfill site from the A41 and the rail sidings and gas compound is moved we can not support any future development of the Employment Land.

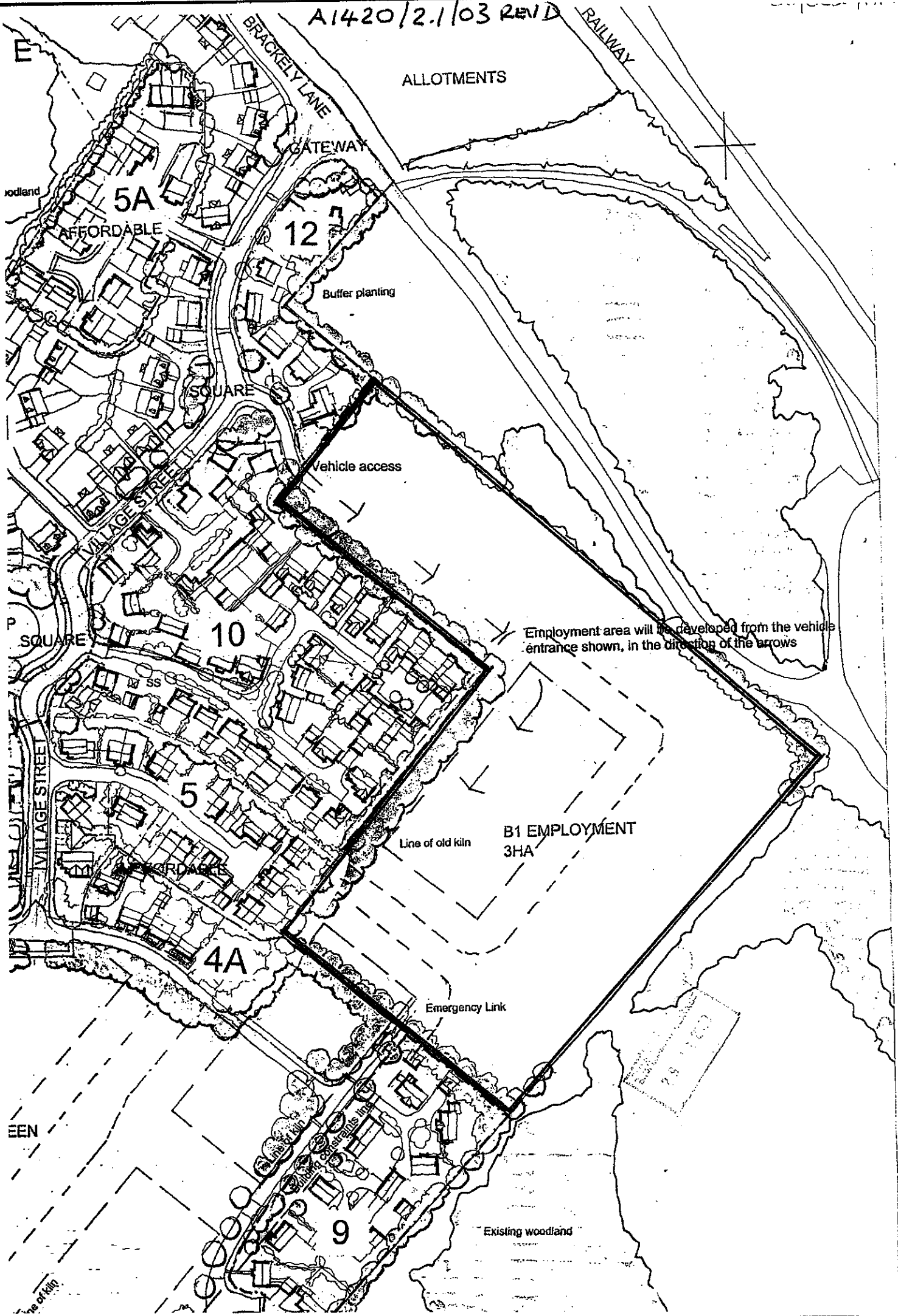
Conclusion:

CGPC understands the need to provide a balance between places to live and an adequate supply of Employment Land within the district and any future development of the Employment Land would be considered against the background of the district wide requirements for the provision of Employment Land.

CGPC does not believe the Employment Land continues to fulfil the function for which it was originally intended and supports any future proposal for a change in classification from B1 to A1, C3 and D1

Whilst it would appear there are a lot of and almost impossible hurdles to overcome for future development of the Employment Land, CGPC believe the planning application triggers the debate to provide the mechanism to review the merits of the Employment Land and provide the way forward.

Although, CGPC requires the present imbalance between the housing (C3) and the A1/D1 within any future proposal, to be addressed.



ALLOTMENTS

RAILWAY

BRACKLEY LANE

GATEWAY

5A

AFFORDABLE

12

Buffer planting

SQUARE

Vehicle access

VILLAGE STREET

10

SQUARE

Employment area will be developed from the vehicle entrance shown, in the direction of the arrows

5

Line of old kiln

B1 EMPLOYMENT 3HA

4A

Emergency Link

9

Existing woodland

E

EEN

Line of Kiln