



BUCKINGHAM TOWN COUNCIL

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Town Clerk: Mr. C. P. Wayman

Tuesday, 14 February 2017

Councillor,

You are summoned to a meeting of the Planning Committee of Buckingham Town Council to be held on Monday **20th February 2017 following the informal Council meeting** in the Council Chamber, Cornwall's Meadow, Buckingham.

PP
C.P. Wayman
Town Clerk

Please note that the meeting will be preceded by a Public Session in accordance with Standing Order 1.3, which will last for a maximum of 15 minutes, and time for examination of the plans by Members.

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 Planning Committee Meeting held on Monday 30th January 2017 to be put before the Full Council meeting to be held on 10th March 2017.
Copy previously circulated
4. **Buckingham Neighbourhood Plan/Vale of Aylesbury Plan/Strategic Matters**
To receive for information a BCC information sheet on Infrastructure & CIL per Cllr. Stuchbury.
Appendix A
5. **Action Reports**
To receive action reports as per the attached list.
5.1 (586.1.3; Lace Hill Emergency Access) collated responses. **Appendix B**
5.2 (741/16; Application 17/00057/APP Bridle path link) further information **Appendix C**
from BCC **Appendix D**

Buckingham



Twinned with Mouvaux, France



6. Planning Applications

For Member's information the next scheduled Development Management Committee meetings are 23rd February and 16th March 2017, with SDMC meetings on ~~Friday 24th February~~ (cancelled) and Wednesday 15th March 2017.

To consider planning applications received from AVDC and other applications

1. 17/00055/APP 27 Kingfisher Road, Buckingham MK18 7EX
Removal of existing fence and erection of new fence forwards of the existing fence line
Tilley
2. 17/00224/ALB The Old Latin House, Market Hill, MK18 1JX
Dismantle the remains of the boundary wall to the west side of the Old Latin House (formerly St. John's House) and to rebuild the wall in the same alignment. To construct new footings below ground together with a concealed structural core in accordance with the structural engineer's design. To face the east side in un-coursed limestone salvaged from the dismantled wall To face the west side in new brickwork To cap the wall with a brick and tile capping similar to the original and evident on similar walls in Buckingham
Scrase
3. 17/00234/APP 7 Bushey Close, Buckingham MK18 7BD
Two storey side and single storey rear extension
Newhook

Not for consultation

4. 17/00206/ACL 53 Bourtonville, MK18 1AY
Single storey rear extension
Catlin
5. 17/00238/ATP Land off Embleton Way
T66.2 Ash – reduce to 4m nature pole (significant decay in stem)
T66.3 Ash – Fell to ground level pole (significant decay in stem)
AVDC

For information only:

6. 17/00319/ATC St. Peter & St. Paul's Church, MK18 1BS
Works to trees per schedule
Buckingham Town Council

7. Planning Decisions

To receive for information details of planning decisions made by AVDC as per 'Bulletin' and other decisions.

Approved

		BTC response	Officer recommⁿ.
15/01218/AOP Land N. of A421 <i>[Tingewick Rd triangle]</i>	Outline Permission for up to 400 houses etc.	Oppose – changed to No Objections foll ^g	amended plans
16/04185/APP 1 Woodlands Cres.	2-st.side & s/st.front & rear extns.	No Objections	-

Not Consulted on:

Approved

17/020070/ATC 14 Moreton Road	Coppice hazel to fence height	(comments sent)
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8. **Development Management Committee**
 - 8.1 Strategic Development Management (24th February 2017) *meeting cancelled*
 - 8.2 Development Management (23rd February 2017)

9. **Enforcement**

To report any new breaches

10. **Lace Hill Employment/Health site**
 - 10.1 To receive any update.
 - 10.2 To consider whether, in light of the recent planning applications, this subject needs to be retained as a standing item on the agenda.

11. **Transport**
 - 11.1 East – West Expressway
To receive and discuss Milton Keynes Council's Delegated Decision (item 2) 20th December 2016. **Appendix E**

 - 11.2 To receive a verbal report on the Buckinghamshire Freight Strategy Workshop held at Aylesbury Railway Club on 13th February 2017 (Cllrs. Hirons/Smith)
 - 11.3 To report any damaged superfluous and redundant signage in the town.

12. **Application 14/02601/AOP Moreton Road Phase III Planning Inquiry (Secretary of State Call-in)**

To receive an Interim report from the Planning Clerk. **PL/63/16**

13. **Access**

To report any access-related issues.

14. **Correspondence**

15. **News releases**

16. **Chairman's items for information**

17. **Date of the next meeting:** Monday 20th March 2017 at 7pm.

To Planning Committee:

Cllr. Ms. J. Bates		
Cllr. M. Cole	(Vice Chairman)	Cllr. Mrs. L. O'Donoghue
Cllr. J. Harvey		Cllr. M. Smith
Cllr. P. Hirons	(Chairman)	Cllr. Mrs. C. Strain-Clark
Cllr. D. Isham		Cllr. R. Stuchbury
Cllr. A. Mahi		Cllr. M. Try
	Mrs. C. Cumming	(co-opted member)

BRIEF SUMMARY OF RECOMMENDATIONS AS SET OUT IN THE 2017 GOVERNMENT CIL REVIEW WHICH COULD MOST BENEFIT PROVISION OF INFRASTRUCTURE WITHIN BUCKINGHAMSHIRE

3 keys issues affecting infrastructure delivery as highlighted in review

- Problem charging authority have not accumulated sufficient CIL revenues to fund key infrastructure that would unlock house building.
- Restrictions of pooling no more than 5 S106 contributions severely restricts funding of large items infrastructure.
- Generally concern that allocating substantial portion of CIL receipts to neighbourhoods reduced the ability to fund some large infrastructure items i.e. schools, the inadequacy of which was often the cause of communities objecting in the first place.

Independent review proposes a number of positive measures to assist with delivery of Infrastructure

Replacement of CIL - Local authorities would set a new Local Infrastructure Tariff (LIT) to replace CIL which would apply to all development (with virtually no exceptions). It would be calculated using a national formula based on local market specifics. In addition, Local Authorities would be free to negotiate Section 106 Agreements for developments of 10 units or over for site specific mitigation. - This builds on the premise that all development should pay its fair share towards infrastructure, a significant improvement over and above the current system.

Pooling restrictions set out in Regulation 123 should be removed. - This would significantly improve the funding environment for large infrastructure items i.e. new schools/expansions, new roads, flood risk mitigation.

For smaller schemes the low level nature of the LIT would be designed to leave more headroom for affordable housing contributions for smaller developments. - this should provide comfort to those who are concerned over CIL having a detrimental impact on affordable housing provision.

Neighbourhood Share - The review stopped short of recommending spending power of parishes be withdrawn, greater dialogue was encouraged to prevent funds being allocated to places that are less affected by development. - this would appear a fair compromise, although local impacts would need to be assessed in a balanced approach.



ACTION LIST
Planning responses

Appendix B

Minute	Responses emailed or added to website	Responses posted
741/16	18/1/17 – all responses via website or email	

Subject	Meeting date/ minute	Action taken on	Form	Response received	Prompt/ reminder sent	Response received
BCC Transport Lace Hill Bridleway	22/8/16 322.3	2/9/16	Check with RoW on re- opening Write to Developers as extension has now expired	Ref appln 17/00057/APP: Link new line of #13 with new crossing	See agenda 5.2	
	12/9/16 413/16	20/10/16				
	30/1/17 741/16	2/2/17				
Addington Road one-way	19/12/16 662/16	19/1/17	Ask BCC for date for implementation	"It's been a very painful process. The design has been through some revisions to try and incorporate the various issues raised in the consultation. It is now back with the contractor for, what I truly hope, final comment."		
Street lighting	19/12/16 664.1	30/1/17	Request details of savings			
School Travel Plans	31/10/16 543.3 19/12/16 657/16	17/11/16	Write to RLS inc. photos Chase response			
	12/9/16 413/16	21/10/16	Write to BCC regarding Bourton Meadow Academy	Cllr. Shaw 22/10/16: I will look into what we are able to do but it's important to note that an Academy is outside of the Councils authority and is its own legal identity. Also any changes or Parking implementations would need to be paid for, as a Council we do not have a budget to make such changes. Therefore an approach would need to be made to the Buckingham LAF for funding a project. Perhaps you could advise if the Academy has been approached and if you will be making a bid to the Buckingham LAF? → 16/1/17 agenda		
		20/10/16	Obtain copy TP from school			
	16/1/17 709.1/16	22/12/16	Reminder sent 17/11/16 Reminder + request for possible meeting dates Respond as minuted			
VALP	10/10/16 475/16	21/10/16	Write to DCLG re consultation on NP Bill			
	19/12/16 656/16	30/1/17	Ask if individual			

Subject	Meeting date/ minute	Action taken on	Form	Response received	Prompt/ reminder sent	Response received
			responses to consultation comments will be published; ask how Plan will be modified by comments			
Old Police Station	4/7/16 178/16	7/7/16 2/11/16 22/12/16	Check Fire Service OK with access to rear block Chase response	No reply from Planning Officer 9/8 contacted Fire Service direct; they were not consulted until 5/8/16; they sent comments to AVDC (not on website yet) with reservations and requests for clarification 8/8/16		
Lace Hill Health site	4/7/16 183/16	11/8/16	Write to CCG			
Site Q	25/7/16 260.2/16	10/8/16	Respond to Robinson & Hall letter			
Tingewick Road Triangle site	25/7/16 267.1/16		Circulate s106 terms when available	Approval circulated 30/1/17		
Request to revise response	22/8/16 317/16	6/9/16	Make complaint re 16/01850/APP			
2 Bridge Street	12/9/16 415/16 28/11/16 586.2	21/10/16	Write to BCC regarding concerns on parking Write again with parking details			
Signage	12/9/16 419/16 19/12/16 657/16	20/10/16 (with photo) 30/1/17	Report weight sign damage Bourton Road Ask for removal	TfB automated response: 24/10/16 Reference report number 40024671 Thank you for your report. We have been unable to locate your report at BOURTON ROAD. Please be assured that we will continue to inspect in line with our normal safety inspection regime. Thank you for your enquiry and this report is now closed.		
University plans for Station Road	10/10/16 482/16 31/10/16 543.3 19/12/16 657/16	14/10/16 17/11/16	Respond to consultation Write with photos as RLS re parking during construction period Ask again for response			
Lace Hill – emergency vehicle access	10/10/16 484/16 28/11/16 586.1.3	19/10/16	Write as minuted Contact Fire and Ambulance	27/10/16 Response from Chris Young, TVP See Agenda 5.1		

Action awaiting response

Action yet to be taken

Action completed new response

Subject	Meeting date/minute	Action taken on	Form	Response received	Prompt/reminder sent	Response received
			again for response			
Wharf Yard deliveries	10/10/16 485/16 31/10/16 537/16 28/11/16 586.3	19/10/16	Request No U turn sign Check on rules for banksmen Write to Buildbase	20/10 Mrs. Smith added info that gate has been damaged by U-turning truck, and no banksman employed for those reversing out into Stratford Road. See agenda 5.2		
Town Centre footpaths	31/10/16 544/16	18/11/16	Contact BCC etc as minuted Cllrs. to report individual problems via online portal			
3 Well Street 16/01944/ALB	19/12/16 660.3/16		1. Complain about IT problem 2. Ask HBO & HE for views			
Verney Close/ Candleford Court footpath	28/11/16 591/16		Thank BCC and Mr. Edwards of Buck. Society			
Shed on Moreton Road	19/12/16 661.2/16	21/12/16	Report to AVDC; shed not seen on site, further info requested Further report with photo submitted to VAHT 27/1/17	No shed visible on inspection 22/12/16 May be VAHT land anyway 8/2/17: Ed Inder, VAHT I can confirm that the land is owned by AVE and the owner of number 38 has the right to park private motor vehicles on the land. I will contact the owner to request the shed is removed.		
HS2 transport routes	19/12/16 664/16 16/1/17 706/16	done	Postpone to Jan 16 agenda Respond to consultation			
Local Priority Infrastructure Lists	16/1/17 710/16		Respond with list of agreed items			
Swan Pool hedge works	30/1/17 744.2		Check with Greenspaces at AVDC			
Hospital signs	30/1/17 746/16		Check	Blue H signs on most of bypass signs: note these are blue information signs, not red H signs which indicate A&E facilities		

Action awaiting response

Action yet to be taken

Action completed **new response**

Subject	Meeting date/minute	Action taken on	Form	Response received	Prompt/reminder sent	Response received
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Castle Street signage			Write re Give Way sign/box junction	Existing sign is illegible 'No Right Turn for lorries'		
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Enforcement reports and queries						
13 High Street	16/3/15 795.3 19/12/16 664.2/16	17/3/15 with photo	New signage & lighting Chase response	"13" needs permission; remainder awaiting HBO decision	Update →30/11/15 3/12/15 Chase full response 11/10/16 Town Clerk chased up, reply promised for 17/10/16	
Cotton End steps	22/2/16 789.2/15 792/15 12/9/16 413/16 16/1/17 711/16	3/3/16	Query 'de minimis' judgement Ask Cllr. Paternoster for details as minuted To be updated at Planning committee on the 10/10/16 Town Clerk: Details of funding etc to February agenda	10/10: Developer meeting postponed	19/12/16 Town Clerk requested to obtain written agreement	
Retail activity on Industrial Park	4/7/16 181/16 22/8/16 320.1 12/9/16 413/16	8/8/16 6/9/16 17/11/16	Query as minuted Follow-up as minuted Write to AVDC requesting how they measure the % of wholesale trade.	→22/8		
29/30 West Street	22/8/16 320.2 10/10/16 480.1 28/11/16 586.1.4	25/8/16 19/10/16 13/12/16	Follow-up as minuted Ask for expedited action And again, via Cllr. Mordue	20/10: Environmental Health say inspected September, but address was No 28; replied that No.28 West St Local Planning application 16/04411/APP → 16/1/17 – response included reminder		
Bernardine's Way	19/12/16 664.2/16		Report redundant signs			
News releases						
	22/8/16 325/16	(awaiting suitable photo)	Flyposting – amount needing clearance			

Action awaiting response

Action yet to be taken

Action completed new response

Subject	Meeting date/ minute	Action taken on	Form	Response received	Prompt/ reminder sent	Response received
	16/1/17 713/16	19/1/17	Lidl response			

Action awaiting response

Action yet to be taken

Action completed **new response**

Lace Hill – access difficulties**27/10/16 Response from Thames Valley police**

I am writing in response to your letter dated 19 October.

Whilst we would support the concerns raised in the letter surrounding emergency access to Lace Hill we have not experienced any issues whilst on patrol or responding to incidents on the development. Our vehicle fleet is not as large as other emergency service colleagues so I would give weight to, and support their perspective on this issue.

Kind Regards

Chris

Inspector 49 Young | Rural Neighbourhood Inspector | Aylesbury Vale LPA

2/2/17 Response from the Ambulance Service:

I drove around the estate at 2000hrs on the 31st Jan '17. Many vehicles were parked on the curbs but by doing so allowed a free flow of traffic.

The only issue I can see is if vehicles are parked opposite each other. I feel our vehicles will be able to access and egress this estate without too much issues.

Please feel free to contact me for anything further.

With thanks,

██████████

Mark Begley | Head of Operations | Milton Keynes and Aylesbury Vale | South Central Ambulance Service NHS Foundation Trust

8/2/17 Response from Bucks Fire & Rescue

Thank you for your email. Your letter dated the 19th October 2016 came to my desk here at service headquarters and I passed it to the Buckingham fire station for investigation.

I would like to apologise that you have not had a reply to your letter from the myself with regard to this matter previously.

On my instruction fire crews checked access on the 24th October and reporting back that they had found no issues for fire appliance access to the community centre, they did say however they would check again and report back if should they find an issue. Crews are aware of the nature of the estate and the challenges of modern road design; where required we utilise signpost 'consider your parking' signs to inform and educate residents with regard to parking.

At the planning stage we receive consultations and make reference to the Town & Country Planning act and on the response we and make comment '*Particular attention must be given to parking facilities to prevent chronic 'double parking' issues, which could ultimately affect emergency service attendance.*'

I hope that been of assistance but please do not hesitate to contact myself if you would like to discuss.

I have carbon copied this email to the new Station Commander at Buckingham, Tom Brandon so he is aware of this communication.

Yours faithfully

Steve Cook, Protection and Enforcement Policy Manager, Buckinghamshire Fire & Rescue Service

Office@buckingham-tc.gov.uk

From: Turner, Phil <philtturner@buckscc.gov.uk>
Sent: 06 February 2017 13:50
To: Office@buckingham-tc.gov.uk
Cc: Stuchbury, Robin - (County Councillor); Smith, Graham (Trans)
Subject: RE: Diversion application for Public Bridleway No. 13 Buckingham
Attachments: Capture BUC BW 13 DIV A413.PNG

Dear Katherine,

Thank you for your e mail of the 2nd February.

The site layout plan you refer to ref Planning application 17/00057 correctly shows the bridleway diversion to the site boundary adjacent to the A413. However, the bridleway will be accessed off the A413 via a ramped section just beyond the existing Equestrian (Toucan) light controlled crossing. Please see extract from developers plan showing location of proposed ramped access to the bridleway diversion.

The plan that accompanied our recent bridleway diversion consultation (copy sent to BTC) also shows the bridleway diversion route ending at the A413 site boundary. Mention is however made of the ramped access in the accompanying diversion consultation letter. The reason for not showing the ramped section on the diversion consultation plan is that the diversion does end at the site boundary and the construction of the ramped section by the developer is proposed on what already exists as public highway (the footway and grass verge)

We have also received communications from residents whose properties back onto the bridleway diversion. They have expressed concern over the potential effect on the privacy and security of their property and the developer's proposals with regard to the treatment of existing boundary hedge, fencing and screening. I have responded to these residents to inform them that these are matters for the residents concerned and the developer/ landowner to resolve and provided the treatment of any such boundary or planting of screening does not encroach upon the width of the diversion or otherwise adversely affect the public safe and convenient use of the bridleway diversion these are not issues the County Council will become involved in.

With regard to the provision of a new footway on the western side of the A413 connecting to the Tesco's roundabout this is a matter that may best be addressed to Graham Smith, Lead Transport Co-Ordinator Transport for Bucks.

I hope this has answered the Town Council's concerns with regard to these matter. Please do not hesitate to contact me if you require further information on the proposed diversion.

Regards

Phil

Phil Turner
Definitive Map Officer
Transport Economy Environment

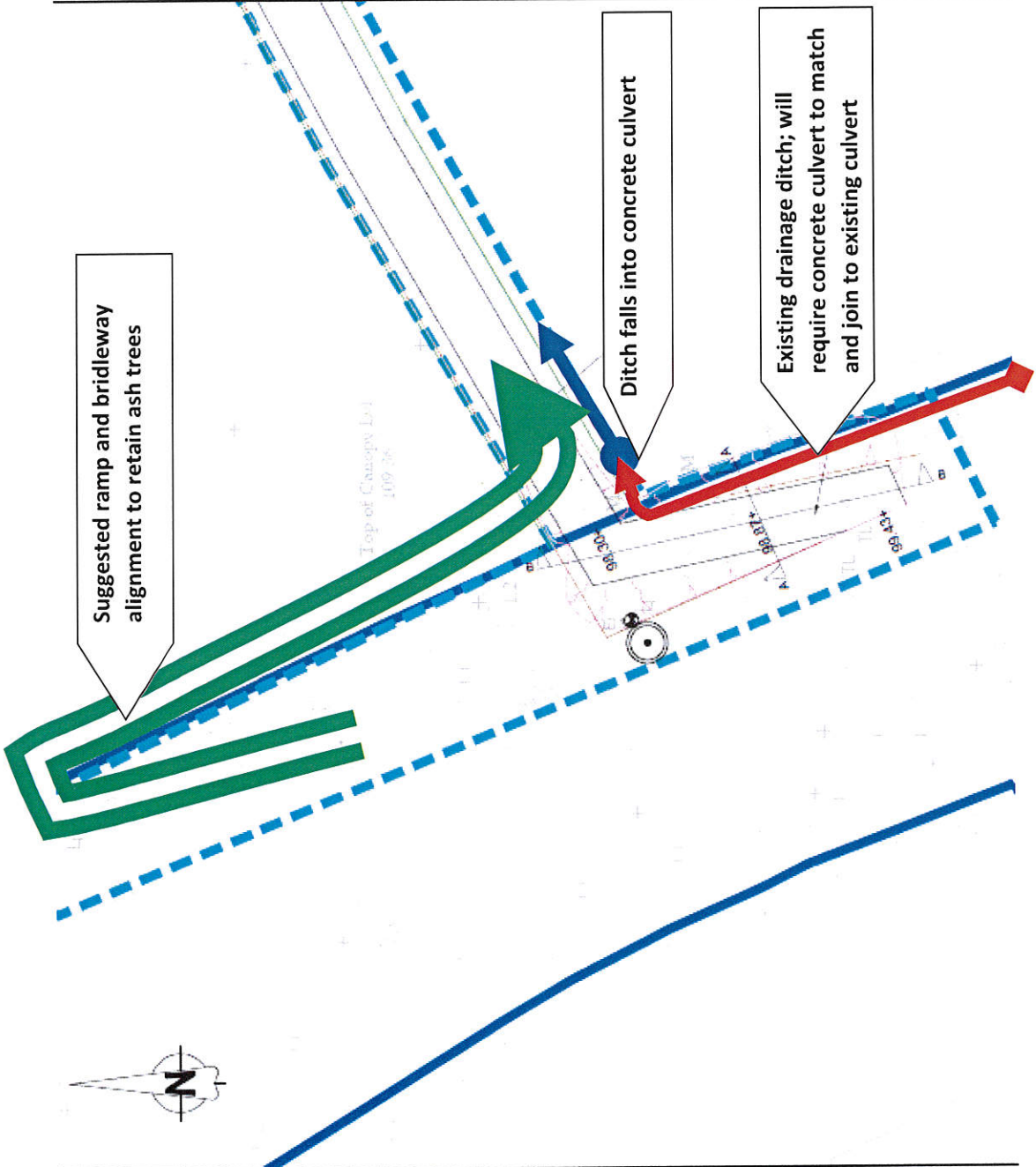
Tel: 01296 383466

E-mail: philtturner@buckscc.gov.uk

Buckinghamshire County Council, County Hall, Walton Street, Aylesbury, Bucks, HP20 1UA



Suggested ramp and bridleway alignment to retain ash trees



Ditch falls into concrete culvert

Existing drainage ditch; will require concrete culvert to match and join to existing culvert

Top of Claspwv Lot 109.36

ITEM 2

DELEGATED DECISION

20 DECEMBER 2016

Wards Affected:

All Wards

EAST-WEST EXPRESSWAY – PREFERRED CORRIDOR.

Responsible Cabinet Member: Councillor Gifford (Cabinet member for Place)

Report Sponsor: Tom Blackburne-Maze,
Service Director, Public Realm

Author and contact: Ishwer Gohil, Senior Transport Planner (Policy and Programme), Tel: 01908 252546

Executive Summary:

To support the recommendation on west-route choice (Corridor B as per drawing below) as a preference for the corridor in which future preferred route will emerge for inclusion in the Government's Road Investment Strategy2 (RIS2) process, following our response to the National Infrastructure Commission consultation on the Cambridge - Milton Keynes - Oxford Corridor.

1. Recommendation(s)

1.1 That Milton Keynes Council strongly supports the alignment of the Expressway within the same corridor as the East-West Rail (EWR) route (Corridor B as per drawing), as for continued sustainable growth this alignment creates the best opportunity to maximise the potential offered by a major growth corridor.

2. Issues

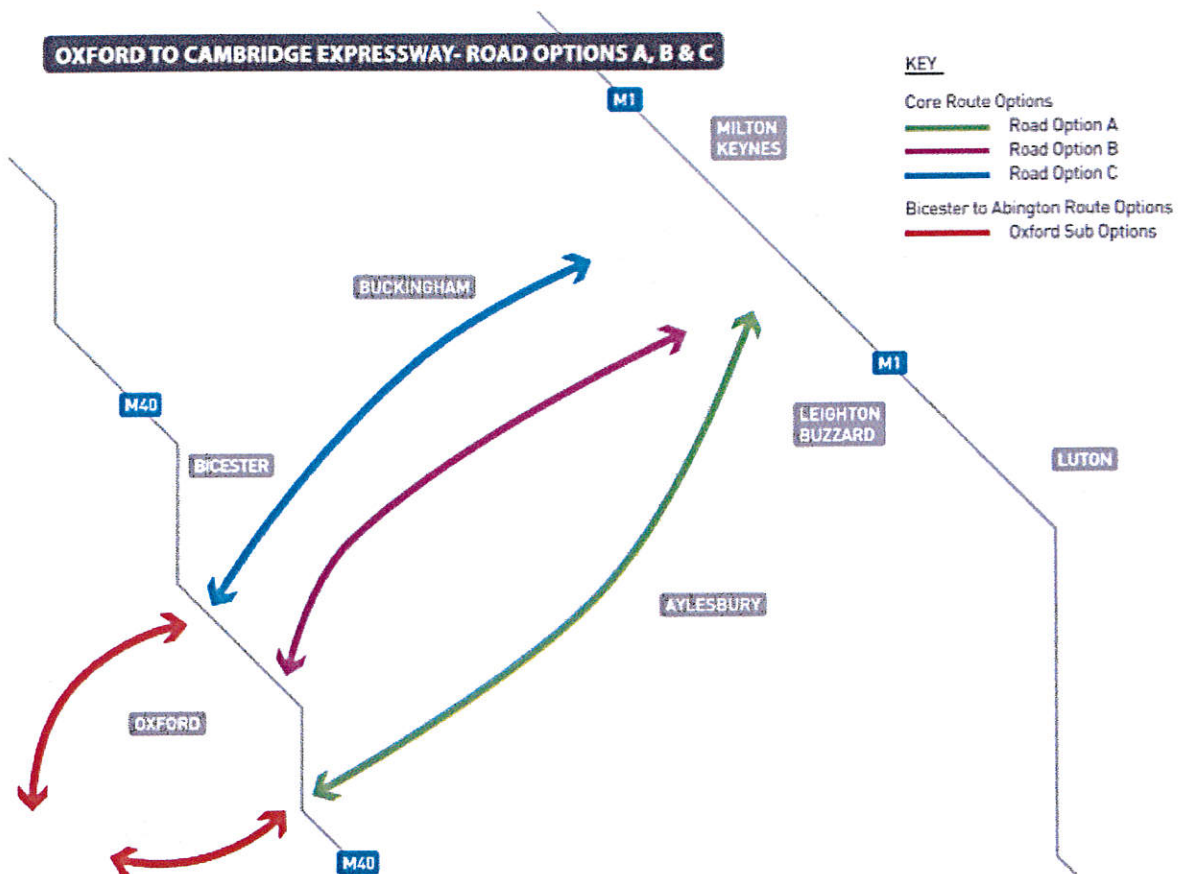
2.1 Milton Keynes is at the heart of the Cambridge - Milton-Keynes - Oxford corridor and has the potential to become a much stronger hub within this geography.

2.2 The independent MK Futures 2050 Commission report (supported through a unanimous resolution by Milton Keynes Council on 20th July 2016) identifies the city's potential to grow from 268,000 to over 400,000 people - representing some 42,000 homes beyond the forecasts in current plans to 2026.

2.3 Full delivery of planned road and rail improvements (East-West Rail and the East/West Expressway) are essential for the city's continued success and to serve new locations for the further expansion of Milton Keynes - and to boost the development of the cluster of universities and knowledge intensive organisations along the corridor

2.4 Cambridge, Milton Keynes and Oxford share a commitment to working together to achieve the best outcomes for their citizens and their wider economic areas. Improved connectivity between the cities will amplify the benefits of three of the UK's most successful economies and catalyse further housing, jobs and productivity growth at scale.

3. Corridor Options



- 3.1 Following Oxford to Cambridge expressway strategic study, commissioned by Highways England / DfT, options for corridor west of Milton Keynes to Oxford have been evaluated and 3 options as per the drawing above have been short listed for further studies.
- 3.2 The government's Road Investment Strategy identifies the strategic need for transport investment in the study area to allow regional economies to compete more effectively, open up new opportunities and drive economic growth locally, nationally and internationally. Better transport connections between the Cambridge, Milton Keynes and Oxford functional economic areas (the fastest growing and best performing regional economies) will deliver wider economic benefits by supporting knowledge-based economic growth.
- 3.3 The evidence base shows there are low levels of strategic long distance journey to work movements along the primary east-west corridor within the study area, including between the main urban areas of Oxford, Milton Keynes and Cambridge. Improving east-west transport connectivity in the study area could address this by reducing the unattractive journey times between Cambridge and Oxford, Oxford and Milton Keynes and Cambridge and Milton Keynes, encouraging wider economic benefits including productivity and investment benefits, allowing skilled workers to access jobs and improving business to business connectivity.

3.4 Milton Keynes Council strongly supports the alignment of the Expressway with the East-West Rail (EWR) route - corridor B as per drawing above as a preference for the corridor in which future preferred route will emerge, for reasons below:

Reduced journey times for both inward and outward commuters, with direct expressway route running through south Milton Keynes

- (a) reduced journey times for passenger transport on inter-urban buses;
- (b) parts of the corridor are already expressway infrastructure;
- (c) the corridor also enables good north - south connection;
- (d) corridor joins up the knowledge / learning hub of Cambridge and Oxford with the production capacity of Milton Keynes;
- (e) enables development of housing / employment in this corridor;
- (f) ease of connection through the East West Rail interchanges; and
- (g) potential for reduce costs through shared works and structures.

4. Implications

4.1 Policy

Milton Keynes LTP sets out the transport vision and strategy for the period 2011 to 2031. The report recognises the importance of the knowledge based economies of Oxford and Cambridge and supports the proposals for East West Rail.

In the medium term the LTP3 sets out the need for the council to deliver in partnership with Central Bedfordshire, the dualling of the A421 from M1 Junction 13. The council also supports Buckinghamshire County Council's plan to dual the A421 towards the M40 in Oxfordshire.

4.2 Resources and Risk

There are no direct resource implications for the approval of preference of the East-West Expressway corridor. This report is not committing the council to any contribution to the scheme, however in the event that funding is required, a report will be submitted to Cabinet for the appropriate approvals

N*	Capital	N*	Revenue	N	Accommodation
N	IT	N	Medium Term Plan	N	Asset Management

* Whilst this decision does not have any direct implications, any future commitment to funding would need to come back for the appropriate financial decisions.

4.3 Carbon and Energy Management

None.

4.4 Legal

Legal Services have no comment to make at this stage.

4.5 Other Implications

N	Equalities/Diversity	N	Sustainability	N	Human Rights
N	E-Government	N	Stakeholders	N	Crime and Disorder

Background Papers: National Infrastructure Commission consultation on the
Cambridge - Milton Keynes Oxford Corridor - Response of
Milton Keynes Council
East West Expressway - Strategic Study

BUCKINGHAM TOWN COUNCIL**PLANNING COMMITTEE****MONDAY 20TH FEBRUARY 2017****Agenda Item no. 6.2**

Contact Officer: Mrs K. McElligott
01280 816426

Interim Report on Planning Inquiry for 14/02601/AOP Moreton Road III

Diamond Room, The Gateway (AVDC offices)
 7th – 10th February 2017 (to be continued 24th February 2017)

Planning Inspector Mr. Clive Hughes
 For the applicant: Miss Mary Cook (barrister)
 Mr. Martin Paddle (transport & infrastructure)
 Mr. Dominic Veasey (housing supply)
 Mr Armstrong (Armstrong Rigg Planning for Bellway Homes)
 For AVDC: Mr. Mark Westmoreland Smith (barrister)
 Mr. Mick Denman (Senior Planning Officer)
 For BTC: Mr. Christopher Wayman (Town Clerk)
 Mrs Katharine McElligott (Planning Clerk)
 Dr. Bill Truscott (evidence of detrimental effect on Stowe)

It was evident from the start that the principal theme of the applicant's case was that AVDC did not, in fact, have a 5-year supply of housing land, or (since the Ministerial Statement of December) a 3-year supply where there was a made Neighbourhood Plan. If this was so, then the Neighbourhood Plan policies carried no weight, and the application should be approved. There is a difference of opinion (in the absence of any clear direction in the Minister's Statement) over whether a 3 year supply is to be taken as housing requirement deliverable in 3 years, or whether 60% of the 5-year figure is an acceptable number. Thus there was argument over feasible housing numbers based on applications either approved, or near decision (eg deferred pending s106 agreement), the applicant's point being that the process was so slow many of the approved schemes wouldn't have inhabitable housing until years 4 & 5, and that couldn't count in a 3-year figure.

The Inquiry started with opening statements, then AVDC's evidence and cross-examination (all Tuesday plus Wednesday morning); BTC's ditto (Wednesday afternoon); the applicant's experts (Thursday and Friday); the Inquiry will re-convene on 24th February so that all parties have a chance to consider the effects, if any, of the Government White Paper, and present their closing statements. The Inspector will carry out a site visit on February 23rd, to include walking up from the town centre, and viewing Stowe from the site, and the site from Stowe.

The amount of paperwork was astonishing: we had two large archive boxes, one with our papers in, the other with a total of 40 'Core Documents' in – 4 full lever arch files – and every day there were new documents circulated to everyone, another 40 or so by Friday. At least the first five minutes every morning was taken up with agreeing reference numbers for each of these.

The history of the Moreton Road site is, briefly:

AVDLP (published 2004) site BU1; the Examiner considered that the two roadside fields (now Phase I and Phase II) could take 200 houses, and the rear two fields (now the subject of this application) should be kept in agricultural use. Consequently, on the map only the two fields abutting the Moreton Road are hatched as developable land.

Phase I: 06/01809/APP (between Bradfield Ave. and Park Manor Farm; now Whitehead Way and side roads) - 200 houses

Case Officer: Claire Robinson

Phase II: 11/02724/APP (refused) (between Park Manor Farm & Mill Rd.)
13/01325/APP (allowed on appeal; now Twickenham Road & side roads)
80 houses Case Officer: Mark Auchterlony

Phase III 14/02601/AOP (land to the rear of Phases I & II)
up to 130 houses Case Officers: Mark Auchterlony (to mid 2015), Bill Nicholson (to summer 2016), Mick Denman

The three phases are not linked together in the Planning History, though the applicants are the same for each, and the two applications for phase II are intermixed with various applications for Park Manor Farm which has remained in private ownership throughout.

Phase III has been to Committee on 5 separate occasions:

11 th March 2015	(defer & delegate)
2 nd September 2015	halted by Sec/State Article 31 Directive (BNDP referendum 17 th September 2015; NP 'made' 30 th September 2015)
23 rd September 2015	because AVDC had to have a 'decision' for the S/State to call in; withdrawn because the BNDP referendum result had caused BCC to require revised Transport Assessment taking all the allocated sites into account
27 th April 2016 (25 th May 2016)	delegated for approval subject to s106 agreement S/State activated call-in)
11 th January 2017	Revised housing supply figures meant AVDC had to give priority to BNDP and chose to withdraw their approval

Mr. Denman has been with AVDC for some years, but none dealing with Buckingham applications; during the previous division of the Vale into geographical areas (latterly East and West) with parallel vertical staff structures he was in East, and only since the Vale-wide reorganisation into Major and Minor Cases has he been working in the Buckingham area (he is also Case Officer for the Care Home on the Brackley Road). Consequently he has little knowledge of the earlier history of the three sites, and couldn't answer some questions, particularly those which dealt with the reasons for

decisions. Nor could he answer any questions on VALP or housing supply figures and how they had been evidenced or calculated. I was surprised, given the applicant's approach, that AVDC didn't put up a witness from Forward Plans to answer questions like this. Mr. Denman answered what he could and (rightly) refused to speculate on other matters, but it didn't make AVDC look good. They had put all the Case Officer Reports to the Committee into evidence (each Committee Report has all the previous ones included, so this amounted to the last one) but Committee Reports aren't dated and have no page numbers, and some have very odd internal numbering; two were the first application on the day's agenda so had large 01s on the first page. As 80% of our days were taken up with "Now will you turn to document CD2, page 27, paragraph 4.3" type requests before a question was asked, this involved a degree of faffing about which could have been avoided by making each report a separate Appendix and numbering the pages (there were 109 in total according to the computer's page count).

Mr. Westmoreland Smith went first in cross-examination of the applicant's witnesses which saved a lot of time, as he picked up on many of the same points as the Town Clerk had noted down, which left Chris only a few supplementaries to ask.

There was a lot of discussion about the weight that should be accorded to the December 2016 Written Ministerial Statement. I would have liked to know the accepted standing of these – it is issued formally on the Government website etc., after all - it isn't as if it's a late-night tweet. The applicants felt that it should be accorded little weight as it hadn't been accompanied by legislation, or a warning thereof, or changes to the PPG.

The White Paper was inconveniently timed from the Inquiry point of view, and thus – as we weren't done by Friday night – it was agreed by all that time should be allowed for a considered response and the Inquiry will be reconvened on the 24th February, which gives this Council time to circulate its comments tomorrow morning and read everybody else's. The Friday will then be taken up with the closing remarks and the Inspector hoped to have his report to the Secretary of State before his next case. How long the S/State will take to make a decision is not known.

KM

12th February 2017