



BUCKINGHAM TOWN COUNCIL

TOWN COUNCIL OFFICES, BUCKINGHAM CENTRE,
VERNEY CLOSE, BUCKINGHAM. MK18 1JP

Telephone/Fax: (01280) 816 426

Email: Townclerk@buckingham-tc.gov.uk
www.buckingham-tc.gov.uk

Town Clerk: Mr. C. P. Wayman

Wednesday, 06 September 2017

Councillor,

You are summoned to a meeting of the Planning Committee of Buckingham Town Council to be held on **11th September 2017 following the Interim Council meeting** in the Council Chamber, Cornwalls Meadow, Buckingham.

C.P. Wayman
Town Clerk

Please note that the meeting will be preceded by a Public Session in accordance with Standing Order 3.f, 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 21st August 2017 to be put before the Full Council meeting to be held on 2nd October 2017.

Copy previously circulated

4. Buckingham Neighbourhood Plan/Vale of Aylesbury Plan

To receive for information the Members' Briefing Note on the 5-year Housing Land Supply (via Cllr. Whyte)

Appendix A

5. Action Reports

5.1 To receive action reports as per the attached list.

Appendix B

5.2 (586.2/16 & 190.2/17) To receive a response from Ian Thomas, TfB, on yellow lines, pavement parking & Domino's. The requested photographs and the history of the question about Domino's (from last October) have been sent to the officer.

Appendix C

Buckingham



LOCAL COUNCIL
AWARD SCHEME
QUALITY GOLD



Twinned with Mouvieux, France

Members are reminded to declare any prejudicial interest as soon as it becomes apparent.
All Committee documents can be found on the Buckingham Town Council's website. Alternatively, the Clerk send you a copy of any minutes, reports or other information. To do this, send a request using the contact details set out above.

5.3 (586.2/16, 664.1/16, 322/16, 119/17, 190.2/17) To receive a response from Mark Kemp, BCC, on Domino's, street lighting savings, Bourton Rd weight limit sign, pavement parking and yellow lines. **Appendix D**

5.4 (186.3/17) To receive the response to the Freedom of Information request

Appendix E (2 documents)

5.5 (308/17) To receive a verbal report from the Chairman of the meeting held on 7th September 2017 at AVDC.

6. Planning Applications

For Member's information the next scheduled Development Management Committee meetings are **Wednesday** 20th September and **Thursday** 12th October 2017, with SDMC meetings on **Friday** 22nd September and **Wednesday** 11th October 2017.

To consider planning applications received from AVDC and other applications

1. 17/03280/ALB 19 High Street, MK18 1NU
Formation of WC/utility area in existing kitchen area, replace/repair and make good windows throughout the property, replacement staircase and fireplaces
Reynolds
2. 17/03241/APP Garage adjacent to Little Oaks, Brackley Road, MK18 1JD
Installation of four rooflights on garage
Sweetman
3. 17/03278/APP 9 Bobbins Way, MK18 7SA
Erection of a single storey rear conservatory (retrospective)
Wiltshire
4. 17/03369/APP 1 Wharf Hill Terrace, Stratford Road, MK18 7AT
Single storey rear extension
Hammon

Not for consultation

5. 17/03137/HPDE 98 Embleton Way, MK18 1FJ
Proposed single storey rear extension which would extend beyond the rear wall of the original house by 8m, for which the maximum height would be 3.82m and for which the height of the eaves would be 3.65m
Manders
6. 17/03281/ATP Land Off Stratford Road [*Maids Moreton Avenue*]
Phasing out/removal of Sycamore and Norway maple trees throughout the whole woodland as discussed with the Friends of Maids Moreton [*Avenue*]. Reduction of 2 large dead Beech trees down to 5-6m nature poles (Exempt) Felling of small dead Plum tree. (Exempt). Reduction of trees on edge of woodland that are encroaching onto property/crown lifts. Felling of trees implicated in subsidence claims where significant evidence is produced. This is a 5yr plan to reduce multiple applications on Council owned trees.
MacNewman [AVDC]

7. Planning Decisions

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

		BTC response	Officer recomm ⁿ
Approved			
17/00111/APP Lace Hill	Additional drainage detention basin	No objections	
17/02364/AAD Thomsons, Cornwall	Centre Non-illuminated signage	No objections	
17/02705/APP 37 Catchpin Street	Boundary fencing and gates	No objections*	
17/02924/APP 22 Chandos Close	2- and single-storey side extensions	No objections	
		*changed from Oppose & Attend 21/8/17	

Refused			
17/01978/APP 1 Lace Lane	Ch/use residential to day nursery	Oppose**	
		** "& Attend" added at Full Council 14/8/17	

Withdrawn			
17/02581/APP Willowby, Bath Lane	Demol.bungalow, rebuild house+garage	No objections	

Not Consulted on:

Approved			
17/01699/ATP Dawn Rise, Avenue Rd.	Crown lift 2 horse-chestnuts	Oppose	

Prior approval not required			
17/02727/HPDE 3 Gawcott Fields	Permitted rear extension	Decision made before meeting	

Planning Inspectorate

17/00065 & 17/00066 4-5 Bridge St. retrospective application for one fascia sign.
Appeal against refusal lodged 18th August 2017.

[Planning applications 17/00178/AAD & 17/00180/ALB].

Members had no objection to the proposal at the 30th January meeting. If Members have any further comments, the expiry date is 22nd September.

8. Development Management Committee

- 8.1 Strategic Development Management (1st September 2017 meeting cancelled)
- 8.2 Development Management (30th August 2017; no Buckingham applications)

9. Enforcement

To report any new breaches

10. Transport

- 10.1 To consider and agree a response to the consultation on BCC's Development Management Policy. <https://democracy.buckscc.gov.uk/mqConsultationDisplay.aspx?ID=3290>
A policy summary is attached for information, with Members' comments made over the last few years on related matters for information. **PL/22/17**
- 10.2 To note receipt of the legal order diverting Bridleway 13 (Lace Hill Employment Area)
- 10.3 To report any damaged superfluous and redundant signage in the town.

11. s106 update

To receive the quarterly update from AVDC.

Appendix F

12. Access

To report any access-related issues.

13. Correspondence

14. News releases

15. Chairman's items for information

16. Date of the next meeting: Monday 9th October 2017 at 7pm.

To Planning Committee:

Cllr. Ms. J. Bates

Cllr. M. Cole (Chairman)

Cllr. J. Harvey

Cllr. P. Hirons (Vice Chairman)

Cllr. D. Isham

Cllr. A. Mahi

Cllr. Mrs. L. O'Donoghue

Cllr. M. Smith

Cllr. Mrs. C. Strain-Clark

Cllr. R. Stuchbury

Cllr. M. Try

Mrs. C. Cumming (co-opted member)

Katharine McElligott

From: Whyte, Warren - (County Councillor) <wwhyte@buckscc.gov.uk>
Sent: 04 September 2017 16:46
To: Katharine McElligott; Chris Wayman
Cc: markcolecoms@btconnect.com
Subject: Five Year Land Supply AVDC Update

Thought the following might be of interest. Warren

Members' Briefing Note on the 5 Year Housing Land Supply (August 2017 update)

An update to the 5 year housing land supply has been published this week. This updates the previous position statement which was published in October 2016. There have been a number of changes that the new position statement takes account of. Firstly, as normal, it takes into account the latest monitoring information which brings the housing permissions given in the year 1st April 2016 – 31st March 2017 into the supply and removes houses that were completed in this year. Overall there has been an increase in the supply partly because larger sites that were given permission a couple of years ago are now beginning to deliver homes. This increase in supply on its own improves the 5 year housing land supply position to just over 7 years (7.2) from just under 6 years (5.8).

There have been some other significant changes that affect this update. As part of the work on VALP we have looked again more critically at the allowance made for non implementation that we usually take off supply. An inspector had in the past advised that we should apply 10% deduction across the board but there isn't any requirement that we have to. We were concerned it meant there was an element of double counting. We have therefore decided to only apply the 10% deduction to sites that have not yet got permission (where there is less certainty about when the site would come forward as it's early on in the process) and to sites with under 5 dwellings (as we don't analyse these sites in the same detail as the larger sites where we try to contact the developers to understand when the site will be built). Amending our application of the 10% deduction to just these sites means the 5 year supply position further increases to 7.8 years.

Alongside this we also have another year's completions, which demonstrates of 1,323 dwellings delivered in 2016/17. This has meant we have looked again at whether we are a persistently under delivering authority who should apply a 20% buffer to the housing requirement rather than a 5%. Given the high completions in the past 6 years we believe we should now be a 5% authority. If we can persuade a inspector we are then this brings our housing land supply up to 9.0 years – which is the figure shown in the position statement.

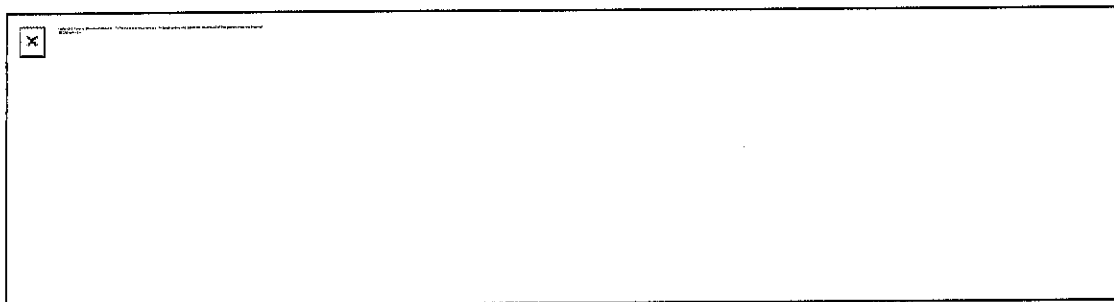
VALP will have to demonstrate that we have a 5 year housing land supply in order for it to be considered sound and pass examination. To achieve this it is crucial that we are able to argue that we are a 5% not 20% buffer authority and we should not apply a further 10% deduction across the board. It is important to start having these arguments now so that we can get this position confirmed by an Inspector prior to the submission of the VALP and help us defend pending planning appeals.

It is important to note that having such a high housing land supply figure is only going to be for a limited time. Once VALP is adopted with a higher housing requirement including unmet need it is likely to be much closer to 5 years again. Sites still need to be given permission at a similar rate to those that are being completed to ensure the level of supply is sufficient to meet the requirements of VALP. If suitable sites are refused based on the new land supply calculation it is likely to mean more sites will need to be allocated in VALP. For large sites in particular there is a long lead in time so granting them permission now will ensure there is still a 5 year supply in the future once the current sites building out (such as Berryfields) are complete. This does not

significantly change the approach we have been taking so far with a 5.8 year supply for making decisions on individual planning applications.

Cllr Warren Whyte, Buckinghamshire County Council
Cabinet Member for Children's Services
@CllrWarrenWhyte

Buckingham East County Council division including Akeley, Buckingham, Coombs, Dadford, Foscote, Leckhampstead, Lillingstone Dayrell, Lillingstone Lovell, Maids Moreton, Stowe, Silverstone Circuit and Thornborough.
Luffield Abbey District Council ward including Akeley, North Buckingham, Dadford, Foscote, Leckhampstead, Lillingstone Dayrell, Lillingstone Lovell, Maids Moreton, Stowe, Silverstone Circuit and Thornton



www.ruwise2it.co.uk

Partners in Buckinghamshire work together as part of the Buckinghamshire Safeguarding Children Board to safeguard and promote the welfare of all children and young people in the county.

Buckinghamshire County Council

Visit our Web Site : <http://www.buckscc.gov.uk>

Buckinghamshire County Council Email Disclaimer

This Email, and any attachments, may contain Protected or Restricted information and is intended solely for the individual to whom it is addressed. It may contain sensitive or protectively marked material and should be handled accordingly. If this Email has been misdirected, please notify the author or postmaster@buckscc.gov.uk immediately. If you are not the intended recipient you must not disclose, distribute, copy, print or rely on any of the information contained in it or attached, and all copies must be deleted immediately. Whilst we take reasonable steps to try to identify any software viruses, any attachments to this Email may nevertheless contain viruses which our anti-virus software has failed to identify. You should therefore carry out your own anti-virus checks before opening any documents.

Buckinghamshire County Council will not accept any liability for damage caused by computer viruses emanating from any attachment or other document supplied with this email.

All GCSx traffic may be subject to recording and / or monitoring in accordance with relevant legislation.

The views expressed in this email are not necessarily those of Buckinghamshire County Council unless explicitly stated.

This footnote also confirms that this email has been swept for content and for the presence of computer viruses.

ACTION LIST

Appendix B

Min. 31/1/17	Planning Responses posted on AVDC website: 23/8/17	Min.	News release None	Date of appearance
Subject	Minute	Form	Response received	
AVDC				
IT problems	660.3 and others 308/17	Rejection of request-to- speak; non-communication of new/amended applications and decisions on tracked applications. Follow-up response & arrange meeting	✓	
Poplars, Franciscan	186/17	Seek TPO	✓	Meeting agreed 7/9/17 see agenda 5.5
			✓	James Remmington 21/8/17: The effect of a TPO on AVDC owned/managed trees is that we ask ourselves for permission to undertake works - this cannot be considered a good use of resources and so it is generally not practiced. There are indeed several TPOs on Council Land, but it is hoped that these will be reviewed and revoked at some point in the future. <i>On being asked about 'revoked':</i> 22/8/17: With regard to revoking a TPO, this is only done if the TPO is no longer warranted – in the case of trees on AVDC land, these are considered to be under good management and so a TPO is unnecessary (failing the expediency test). The revocation of the TPO does not mean that anyone could do works to the trees as they would remain the property of AVDC.
S106	186.3/17	Obtain info on good practice from LGA, DCLG, NALG Fol request to AVDC on Cllr Paternoster amendment	✓	DCLG acknowledged but unable to give response date LGA acknowledged. Answer to be expected by 18/8/17; Chased 25/8/17; Received 17.10, 1/9/17 with an apology for late response Agenda 5.4
Parent & Child parking spaces	193/17	Town Clerk to confirm installation	ongoing	New Property Manager in post; investigating
Hamilton Precision site	252/17	Send Advertiser article to AVDC & ask for response to statement	✓	H.Allmand 21/8/17: I have picked this up with the case officer for comment and this point is subject to on-going discussions with the developer about how a disabled accessible route can best be achieved. However they have advised that as the developers have indicated a pedestrian route on their application, the use of a condition to provide further details regarding the design and specification is not unreasonable. If a pedestrian route had not been indicated on the original scheme, then it could have been

Subject	Minute	Form	Rating ✓ = done	Response received
	317/17	Ask Developers what they have been told.	To do	applicable to make full details a requirement of consent.
Planning Liaison Officer	308/17	Invite to Committee meeting	To do	
Equality Act compliance	317/17	Query to Equalities Commission as minuted	To do	
BCC:				
2 Bridge St	586.2	Response re actual parking available	✓	See Agenda 5.2 & 5.3
Street lighting	664.1	Request details of savings made by removal/turning off	✓	See Agenda 5.3
Cotton End steps	865/16	Incorrect drawings supplied	✓	Quotation agreed; funding bid made. Decision awaited.
Cycle path	984/16	Write to appropriate parishes re Community Spring Clean	✓	10/8/17: Adstock Parish Council is interested and would wish to be kept informed
	186.2/17	Check on cleaning schedule	✓	AVDC Response: BCC have not informed AVDC about the new cycleway adoption. Once BCC have informed us this cycleway is to be cleansed it will be swept twice a year in Autumn and Spring. We do not automatically add areas to be swept because we do not know if there is development involvement which usually means there is a maintenance agreement before officially being handed over. I have copied in Steve Essam so he can comment. Neil Pasmore, Community Spaces Officer, Aylesbury Vale District Council BCC Response: This scheme was implemented by Transport for Buckinghamshire within existing highway and without any developer involvement. Consequently, there would be no formal adoption process to be followed by Development Management. I am not sure what the process would be for TfB to add new infrastructure to maintenance schedules, but will pass your emails on to Paul Roberts who is the Engineer who was overseeing the project on behalf of TfB. Steve Essam, Delivery Team Leader, Highways Development Management Cllr. Whyte (24/7/17) I am in regular contact with the officers to try and bring this to conclusion.
Addington Rd traffic calming	118/17	Check on progress	✓	
Parking on pavements	119/17	Ask for BCC views as minuted	✓	See Agenda 5.3
Yellow lines,	190.2/17	Report & request correction	✓	See Agenda 5.2 & 5.3

Subject	Minute	Form	Rating ✓ = done	Response received
Conservation Area				
Waste & Minerals consultation	314/17		All Members to bring comments to next meeting	
E-W Rail	947	Respond per minute	✓	
Accessible banking	950 976/16	Letter as minuted to Barclays and Santander	✓	
Secure by Design	186.4/17	Circulate main points for assessing applications against	started	started
Conservation Area	250/17	Cllrs Harvey & Cole to liaise with Buckingham Society to explore raising profile of CA	To do	
Page Hill roundabout	306/17	Report damage to Greenspaces Manager	✓	GSM had in hand already.
Catesby appeal	311.2/17	Additional comments to Inspectorate	✓	
Grand Junction Care Home		Town Clerk to prepare report on Judicial Review for Interim Council		

Subject	Minute	Form	Rating ✓ = done	Response received
---------	--------	------	--------------------	-------------------

Enforcement reports and queries

13 High Street	795.3/15 664.2	New signage & lighting Chase response (done regularly)	✓	P Dates: 12/5/17. 13 High Street, Buckingham: we had in the past met with the owner to secure the removal of the signs. Whilst this had not materialised we had been aware that its ownership may change and had hoped that the new owner may be have their own plans and/or may be receptive. However, this has not materialised and so I have asked our consultant enforcement officer Will Holloway to take on the case and we will keep you informed of progress.
Dominos	313.2/17	Compressor unit not as plans; motorbikes and skips blocking alley	✓	17/00169/CON3 Awaiting response from officer on discharge of Condition 4 – Waste disposal
Police Station wall	117.2	Report damage	✓	Case file opened 17/00226/CON3
	250.1/17	Ask for copy of officer's report	✓	Chased 1/9/17
2 Hubbard Close	117.2	Report large structure	✓	Case file opened 17/00279/CON3
Costa tables and fixed barrier	313.3/17	Tables out on market day and fixed barrier contrary to approval	✓	AVDC Case number 17/00386/CON3. BCC Licencing following up barrier contravention

Transport for Buckinghamshire

Buckinghamshire County Council**Transport Economy Environment**New County Offices, Walton Street
Aylesbury, Buckinghamshire HP20 1UY**Contract Director**
Simon Dando

Telephone 01296 382416

Fax 0845 2938048

www.buckscc.gov.ukMr C Wayman
Buckingham Town Council
Verney Close, Buckingham
Buckinghamshire
MK18 1JPDate: 10th August 2017

Ref: 81100036

RECEIVED

15 AUG 2017

BY: _____

Dear Mr Wayman

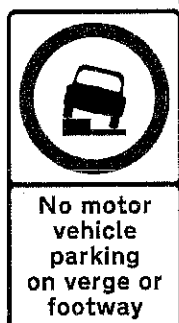
Subject: Various Issues in Buckingham.

Thank you for your correspondence dated 18th July 2017 and please accept my apologies for the delay in responding.

On the issue relating to the double yellow lines, could you please provide a list of locations and if possible photographs so that we have evidence for the contractor.

Pavement parking restrictions are a possibility at set locations, this will be subject to a Local Area Forum application assessment, if approved and finance provided the Traffic Regulation Order and signage can be put in place which will then allow enforcement activities.

Example signage that would need to be displayed at regular intervals at the sites:



Option 1



Options 2

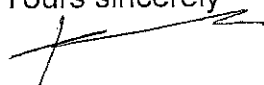
Nuisance parking by Domino's drivers due to the limited on-street parking spaces on the highway in the area generally, additional parking in the area around the town centre area is



very limited, without restricting emergency services access. Introducing residence parking only restrictions into the parking bays will only push the problem out to other areas and may have a detrimental effect on other businesses in the general location.

One solution may be to introduce shared use around the town centre in the form of Pay and display/Residents parking, this way the residents can park without incurring charges and visitors to the area can park for limited periods. If this covers for example 9.00am to 21.00 pm this may encourage the Domino's drivers to make alternative arrangement as they will need to pay to park or risk receiving a Penalty Charge Notice.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Ian Thomas', written over a horizontal line.

Ian Thomas
Parking Senior Officer

Transport • Economy •
Environment

**Director Growth, Strategy and
Highways** Mark Kemp

Buckinghamshire County Council

County Hall, Walton Street
Aylesbury, Buckinghamshire HP20 1UA

Telephone 0845 3708090
www.buckscc.gov.uk

Wednesday 30th August 2017

Dear Mr Wayman

Thank you for your letter of 18th July to Cllr Shaw which has passed to me to respond as Director responsible.

To address your questions in turn:

- 1) Dominos are located in a narrow section of Bridge Street immediately adjacent to a zebra crossing and the remaining section has double yellow lines as parking would obstruct traffic flow. As such nothing can be done to realistically provide any parking facility.
- 2) Based on costs of energy since 2006 when the street lights were switched off, also taken into account the reduction in maintenance savings and materials (not including 2017/2018) current savings following the removal of 37 columns on the Buckingham bypass are £23,694.61
- 3) The weight limit sign on Bourton Road junction with Badgers Way was replaced on 23rd March 2017 including a new sign plate. This has been inspected twice during the quarterly night time patrols and found to be in lighting on both occasions.

I share your frustration about motorists who park on the footway often in the misguided belief that they are being courteous to other motorists without a thought to the disadvantages it puts on pedestrians.

Footway parking enforcement is not straightforward and it depends where you are on what answer or approach is correct. In London and some other metropolitan areas there is primary legislation which places a total ban on footway parking unless an exception is made which then needs signing. Outside London the rules are different. There is a general ban on goods vehicles parking on the footway but not on other vehicles. A Private Members Bill proposed introducing a national footway parking ban but was withdrawn when the Government indicated that they would introduce legislation to address this issue. So far no date has been published for this Bill. The County Council supports the introduction of primary legislation and continues to lobby for an early introduction of a total footway parking ban.



The recent repainting of the double yellow lines in the conservation area was brought to our attention on the 26th June by Councillor Whyte, we immediately mobilised our contractor and the conservation primrose colouring was reinstated on the 28 June, we kept Cllr Whyte updated throughout this process, please accept our sincere apologies for the mix up in lining protocol.

It was decided not to carry out hydro blasting and blacking out of the lines to reduce the width to the correct conservation width as the process would create an extreme amount of mess and would look rather unsightly in a conservation area.

To ensure this does not happen again here or within the other conservation/ heritage areas of Bucks, Calvin Richardson (Area Manager) is making enquiries to getting this added as an asset layer on our database. His intention is for a notice to be automatically attached to any works order raised within the said boundaries. Part of the failing this time was that the order was raised by an inspector as a safety defect.

In the interim a notice will be going out to our supply chain with a comprehensive list of all areas within the conservation areas. Likewise this will be briefed to all of our inspectorate team.

We can only apologise for this error and will ensure all available safe guards are actioned to ensure we do not get a repeat of this in the future.

I hope the above is helpful to you.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Mark Kemp', with a stylized, cursive script.

Mark Kemp
Director Growth, Strategy and Highways

AYLESBURY VALE DISTRICT COUNCIL

Business Support & Enablement

Please ask for: Francisca Harpur
 Direct Line: 01296 585771
 Switchboard: 01296 585858
 Text Relay: prefix telephone number with 18001
 Email: Records@aylesburyvaledc.gov.uk
 Our Ref: FOI 6278
 Your Ref:



01 September 2017

Ms K McElligott
planning@buckingham-tc.gov.uk

Dear Ms McElligott

RESPONSE TO INFORMATION REQUEST

This request was answered under the Freedom of Information (FOI) Act 2000.

REQUEST

20th July 2017

Our Ref: Min 186.3/17

Dear Sirs,

REF: FREEDOM OF INFORMATION REQUEST

At the last meeting of the Buckingham Town Council Planning Committee, Cllr. Stuchbury reported on his Motion to Council (17/5/17), and the amendments made to it by Cllr. Paternoster. The relevant Minute (9) reads:
 An amendment to the motion was then proposed by Councillor Mrs Paternoster and seconded by Councillor Poll, as follows:

"This Council recognises that AVDC already involves Parish and Town Councils in the meaningful development of Section 106 arrangements in the following ways:

- 9 June 2015 – AVDC wrote to all Parish and Town Councils advising them to identify suitable projects for s106 sport and leisure contributions.
- AVDC's s106 Officer notifies Parish Clerks as soon as a planning application is received and requests appropriate projects to which eventual s106 funding can be assigned.
- AVDC's s106 Officer helps Parish and Town Councils determine which projects are acceptable.
- AVDC's s106 Officer is working with AVALC to see how s106 can work better for Parishes.

This Council will continue to work with Parish and Town Councils to obtain the best possible use of s106 funds for the benefit of communities within the Vale."

The Gateway Gatehouse Road Aylesbury Bucks HP19 8FF
 DX 4130 Aylesbury 1
www.aylesburyvaledc.gov.uk



Members seek information as follows:

- How many Parish/Town Councils responded to the section 106 email of the 9th June 2015 *[per the minute above; we would be prepared to accept the figure for replies to such an email sent out in 2017]*?
- How was it decided that Section 106 funding would only be allocated to sports and leisure facilities?
- Correspondence from the 1st January 2017 to date of when the Section 106 Officer had consulted with any Parish/Town Clerk in Aylesbury Vale – especially Buckingham Town Council.
- Evidence of how and when the Section 106 Officer has corresponded with AVALC, including email correspondence.

RESPONSE

Thank you for your information request to Aylesbury Vale District Council (AVDC).

- How many Parish/Town Councils responded to the section 106 email of the 9th June 2015 *[per the minute above; we would be prepared to accept the figure for replies to such an email sent out in 2017]*? **The letter (dated 9 June 2015) was sent to inform and advise and did not request direct responses. The officer who wrote/sent the letter is no longer with the authority and we have no records of any direct responses to his letter. We are not aware of any such email you refer to sent out in 2017. Buckingham Town Council Clerk emailed a 'S106 Summary of Project Suggestions' to AVDC on 27/07/2017 and within the email stated "I believe that AVDC requested a list of possible S106 projects from Parishes, I can't find the email request."**
- How was it decided that Section 106 funding would only be allocated to sports and leisure facilities? **On our website**
<https://www.aylesburyvaledc.gov.uk/supplementary-planning>. Please refer to the SPG on Sport and Leisure Facilities, and the SPD Ready Reckoner.
- Correspondence from the 1st January 2017 to date of when the Section 106 Officer had consulted with any Parish/Town Clerk in Aylesbury Vale – especially Buckingham Town Council. **16/01/2017 BTC initially consulted on S106 funded Buckingham Cricket Club net project. District wide correspondence with Parish/Town Clerks since 1 Jan 2017 – these are too numerous to list and would take more than 18 hours to retrieve.**
- Evidence of how and when the Section 106 Officer has corresponded with AVALC, including email correspondence. **See attached email from John Riches and Joe Houston dated from 10 May 2017 – 16 May 2017.**

Should you require further information, please contact records@aylesburyvaledc.gov.uk or write to the Senior Support Officer at the address given overleaf.

If you feel that your request has not been properly handled or if you are dissatisfied with the outcome, you can request an internal review by e-mailing us at the above email address, or writing to us at:

Senior Support Officer
Business Support & Enablement
Aylesbury Vale District Council
The Gateway
Gatehouse Road
Aylesbury
Buckinghamshire
HP19 8FF

Please note that you have the right to make a complaint direct to the Information Commissioner and details on how to do this are set out on the Information Commissioner's website www.informationcommissioner.gov.uk. The Information Commissioner, however, will normally expect a complainant to have exhausted a public authority's internal review procedures first.

Copyright

The copyright in the material contained in this document is owned by Aylesbury Vale District Council unless otherwise stated. The supply of documents under the Freedom of Information Act does not give the person or organisation who receives them an automatic right to re-use the documents in a way that would infringe copyright, for example, by making multiple copies, publishing and issuing copies to the public. Brief extracts of the material may be reproduced under the fair dealing provisions of the Copyright, Designs and Patents Act 1988 (sections 29 and 30) for the purposes of research for non-commercial purposes, private study, criticism, review and news. Authorisation to re-use copyright material not owned by Aylesbury Vale District Council should be sought from the copyright holders concerned. If in doubt, users should contact us in the first instance.

Data Protection

AVDC is a Data Controller under the Data Protection Act 1998. We hold information for the purposes specified in our notification to the Information Commissioner and may use this information for any of them. We may receive information about you from other organisations, or we may give information to them. If we do it will only be as the law permits, to check the accuracy of information, to prevent fraud or detect crime, or to protect public funds.

Katharine McElligott

From: Houston, Joe <JHouston@aylesburyvaledc.gov.uk>
Sent: 16 May 2017 08:55
Subject: RE: S106 Conversation

Thank you John,

Regards,

Joe Houston
Senior Parks Officer
Heritage & Parks Team
Customer Fulfilment
Aylesbury Vale District Council
The Gateway, Gatehouse Road
Aylesbury. HP19 8FF

Tel: 01296 585173
Email: jhouston@aylesburyvaledc.gov.uk

<http://www.aylesburyvaledc.gov.uk/>

From: john Riches [mailto:richesjohn@hotmail.co.uk]
Sent: 16 May 2017 08:47
To: Houston, Joe
Subject: Re: S106 Conversation

Good morning Joe,

I am a Parish Councillor on Middle Claydon Parish Council.

Since November 2016, I have taken on the role of Chairman of the Aylesbury Vale Association of Local Councils. The Association is a grouping for all Parish and Town Councils and Parish Meetings representing their interests in negotiations with upper tier authorities. Also through our membership of Buckinghamshire and Milton Keynes Association of Local Councils we are the link with the National Association of Local Councils, who produce many information resources for the guidance of Local Councils.

Our interest in the delivery of S106 funds to Local Councils and communities springs from questions from members and is one of our current themes for discussions with members.

I hope I have explained our interest and the work plan for the coming year and I hope that we can work together for the interests of local communities.

Kind regards,

John Riches

From: Houston, Joe
Sent: 16 May 2017 07:08:03
To: 'John Riches'
Subject: RE: S106 Conversation

Hi again John,

Sorry, as I forgot to note this down previously, please can you confirm the name of the organisation you represent and your role within it?

Thank you,

Joe Houston
Senior Parks Officer
Heritage & Parks Team
Customer Fulfilment
Aylesbury Vale District Council
The Gateway, Gatehouse Road
Aylesbury. HP19 8FF

Tel: 01296 585173
Email: jhouston@aylesburyvaledc.gov.uk

<http://www.aylesburyvaledc.gov.uk/>

From: John Riches [mailto:richesjohn@hotmail.co.uk]
Sent: 15 May 2017 17:27
To: Houston, Joe
Subject: Re: S106 Conversation

Good afternoon Joe,

Many thanks for the papers and description of the process.

We will discuss the formal aspects at our next Exec meeting and possibly refer back, if we decide to offer a wider meeting to our members.

Many thanks,

John Riches

From: Houston, Joe
Sent: 15 May 2017 12:02:52
To: 'John Riches'
Subject: RE: S106 Conversation

Hi John,

I have attached various documents which I hope will help to explain our current sport and leisure S106 procedures.

- Appendix 2 of the Supplementary Planning Guidance for Sport & Leisure Facilities - details the types of sport/leisure facilities that should ideally be provided per settlement/development size. (The full version and its

companion document the Ready Reckoner can be viewed via our website:

<https://www.aylesburyvaledc.gov.uk/leisure-audits>). These are the same facilities that S106 sport/leisure contributions can be put towards creating or improving. S106 contributions cannot be put towards maintenance works and should only be put towards refurbishment works if such works form part of a larger overall improvement project.

- S106 Flowchart - provides the S106 authorisation and claims process.
- S106 Authorisation Form - must be completed and returned to me, after which I will liaise with the applicant to ensure the project is appropriate and iron out any queries before forwarding it onto the relevant signatories and AVDC Ward Member/s for their consideration and comment. If the applicant organisation is not a Parish/Town Council then the completed authorisation form should first be forwarded to the relevant Parish/Town Council in order to first seek their support for the project before the Parish Clerk forwards the form onto myself.
- CIL Compliance Letter – Since April 2015 we now have to include specific sport/leisure projects in the S106 legal agreements between AVDC and the planning applicant/developer.

If you have any queries regarding the above or attached please let me know.

Best wishes,

Joe Houston
Senior Parks Officer
Heritage & Parks Team
Customer Fulfilment
Aylesbury Vale District Council
The Gateway, Gatehouse Road
Aylesbury. HP19 8FF

Tel: 01296 585173

Email: jhouston@aylesburyvaledc.gov.uk

<http://www.aylesburyvaledc.gov.uk/>

From: john Riches [mailto:richesjohn@hotmail.co.uk]

Sent: 10 May 2017 11:12

To: Houston, Joe

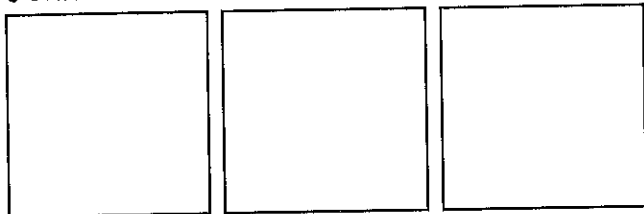
Subject: S106 Conversation

Good morning Joe,

Thanks for the conversation just a minute ago. Please send the papers and I will circulate to my Exec for our next meeting on the 6th June.

Many thanks,

John Riches



BUCKINGHAM TOWN COUNCIL PLANNING COMMITTEE

11th September 2017

Agenda item 10.1

Contact Officer: Mrs. K. McElligott

Consultation on BCC's Development Management Policy

The Policy summary is attached; they comply with LTP4 and Manual for Streets.

Members comments made in response to planning applications on various County matters are listed below. There is some duplication, but Members are invited to pick out matters they consider important for BCC to consider adding into the document.

Lace Hill**09/01035/AOP and subsequent ADPs**

General, and in response to presentations:

1. The statement that the drain under the bypass has 'functioned without difficulty' was not true, as could be borne out by residents in Osprey Way. Attenuation to green-field levels was of little use if the green field regularly flooded across the bypass due to an inadequate drain.
2. Phase 2 was a long way from the accesses onto London Road, traffic would have to negotiate the pinch points on the spine road and it had no links to the bypass. The proposed bus route did not enter it, although roads existed on the plans that could be used.
3. There was still no connectivity with the town; no safe cycle or pedestrian routes across the bypass. The route from the access road involved crossing the wide splay of the petrol station entrance.
4. The *[pedestrian] crossings [on the bypass and London Road]* would be sequenced for minimum impact on traffic flows.
5. Bridleway 13: a TRO to stop up the bridleway temporarily had been applied for until the roadway was completed, BCC having rejected the alternative routes put forward. Cllr. Cadd pointed out that a bridleway cannot legally be stopped up, only temporarily diverted. The Chairman pointed out that this should have been arranged at the same time as the road plans, as a known problem. The narrowing of the road was not a good solution to a bridleway crossing, and there was no indication of the treatment proposed for where the bridleway reached the site boundary on the bypass. A copy of the suggested alternative routes was requested, together with the names of the BCC officers concerned.
6. The footpath off London Road could not be widened to cycletrack width; BCC were not intending at this juncture to provide a cycle path along the London Road. Members felt this was a short-sighted attitude and another instance of BCC not giving consideration to local knowledge; additionally some of the road features requested by BCC were no longer current practice and could make circulation more difficult than necessary.
7. Members expressed concern that garages were generally too small for modern cars, and that residents would park on the amenity spaces.
8. The parking plot showed double and even triple banks of vehicles; this was described as garage + driveway parking. Members felt this would lead to much manoeuvring in

the narrow roads to allow the furthest vehicle out, even if the garages were a usable size.

9. Pedestrian routes needed to be direct and desirable, or they wouldn't be used
10. Councillors criticised the piecemeal presentation of the plans; it was impossible to (for example) to discern how residents were going to walk into Buckingham or take their children to schools before the one on-site was ready. A drawing was needed of communication routes and walk times.
11. Concern was expressed that the school was at the end of a winding road, tortuous for off-site residents and involving as many as six junctions for children to cross. There seemed to be no footpaths or cycleways to encourage non-car use.
12. Not having the school available during the initial stages of occupation would bring pressure on to the other primary schools in town, all of which already had significant parking problems at peak times. Few parents would walk a young child to any of the other schools.
13. Calculations done in the office indicated a minimum of 29 staff parking places should be provided, not the 22 on the drawing

11/01483/APP Construction of access road with drainage and ancillary works (for employment development)

& 11/01484/APP Construction of access road with drainage and ancillary works (for residential development)

14. Members thought that it would have been useful to include the revisions to road layout and public transport due to the Tesco expansion for a fuller understanding. *[10/00360/APP; not carried out]*
15. Concern was expressed that there was no improvement of the A413 incorporated.
16. It was unclear from the drawings supplied whether any action had been taken to avoid flooding the houses to the north; by definition, any attenuation measures would hold water in the pond for slow release, and overflow would occur across the bypass as currently happens from the field in heavy rain. Springs in the field would keep the pond topped up. Members noted that the 15cmØ pipe under the road, which expects water to flow uphill into the Badgers Brook, was quite inadequate to heavy flows.

11/01597/APP Construction of s278 *[Highway]* works

17. It was noted that no effort had been made to re-route or extinguish the existing Right-of-Way on the site; that the relationship to the approved works at Tesco had not been considered, nor landscaping; the new footway should be 3m wide to double as a cycleway to match the existing footway as upgraded; a 1.2m wide roundabout sign was unsuited to a rural area – 600mm would be more appropriate; the alignment of the new roundabout caused traffic to be thrown towards the centre, and could lead to accidents, and the layout was tight at the reduction from 40mph to 30mph; without detailed plans of the estate it was difficult to tell if the traffic would be equally distributed to the two roundabouts – modification would be needed if one were to take much more traffic than the other; there is no connectivity with the remainder of the town and the A421 is completely ignored.
18. Members wondered whether a road following the southern edge of the site from the A421 Bletchley Road roundabout had been considered for traffic to/from the A413 southbound, rather than causing all traffic to use the A421/A413 bypass roundabout with consequent congestion.

12/00394/ADP Approval of reserved matters of appearance, layout, landscaping and scale pursuant to outline permission 09/01035/AOP for erection of 128 dwellings with garages, roads, sewers and all ancillary matters

19. It was noted that the access road to the school was so badly designed that the refuse truck had to use both sides of it when manoeuvring; this had been pointed out before by the Committee. The situation would be exacerbated by on-street parking, school traffic permitted to park on the site (including coaches).

Minor Amendments revised layout of the school site:

20. Members' opinion was that, as a greenfield site, the area could have been much better planned. Accessibility to the public pitches and pavilion was still via the school premises; coaches would decant children into the roadway in the absence of a path, and would still have to leave via the entrance road as the road shape to the exit access was unsuitable. There were no pathways for pedestrians or cyclists into the public area or at either access. The school's orientation and footprint had been changed for no discernible reason.

13/01402/ADP Approval of reserved matters pursuant to outline permission 09/01035/AOP (Phase 2) relating to site infrastructure (including roads, sewers and landscaping) [*Lace Hill Phase 2*]

21. Members asked that the conditions include compliance with the s18 agreement and that the sewers and drains be built to adoptable standards.

[At no point have we made the comment that, if the plan is to connect to the main sewer, this should be accomplished before occupation, but it could be mentioned]

22. Members reiterate their earlier request for an access for emergency services from the A421 – near the Bletchley Road roundabout was suggested – as many minutes could be lost if an ambulance, for example, had to negotiate the London Road roundabout and then weave through the complexities of the estate roads to the easternmost end. Having the only accesses to the entire estate from a short stretch of the London Road was not felt to be prudent.

13/02832/ADP Erection of Primary School, Nursery and Community Hall with external play areas, car parking and landscape.

23. Members were very frustrated that none of the previous comments sent to AVDC following the original outline application, had been passed on to County for consideration. All of the access and perimeter issues had been discussed at length in Planning Committee meetings; it was unbelievable that none had been incorporated.
24. Councillors remain supportive of the need for provision of a school and community facilities on the Lace Hill site, but had severe reservations regarding access, traffic movement and feasibility of the site in its proposed form.
25. There are gated parking yards each side of Catchpin Street serving the blocks of flats on the corners of Catchpin Street and Needlepin Way; the gates are set back from the pavement edge with enough space for a car to draw off the street and park, preventing access through the gates. Given the narrowness and configuration of the street there is bound to be congestion at school opening and closing times, and this could become a regular problem for residents of the flats, and those of the 3 or 4 houses each side of the street.
26. Both hammerhead areas form part of the residential road network, and parked cars will block residents' access to their homes.
27. Young schoolchildren have to be delivered into the hands of a responsible adult (teacher or teaching assistant) and this will lengthen the time a parent's car is in the drop-off zone. There is no access to the playground side of the school except via the

building, which is a safety feature, but means older children cannot be dropped into the playground before school (as happens at other primary schools, where one adult can supervise all). All children will have to go through the front door (the nursery has a separate entrance), including those walked to school.

28. It may be that the community hall parking area can be used for parent's cars in the morning peak, but not necessarily in the afternoon peak when the hall might be in use. It is close to the nursery end of the school, though, and nursery handover times can be longer than for older children. This would have to be agreed between the school and whoever runs the community facilities. Staggering the peak hours for each age-group would be inconvenient for parents with more than one child. Also it will be the only school in Buckingham where parent's cars are passing through the site and competing with pedestrians (who have to cross the road, the staff car park entrance or the community car park entrance whichever access they use).
29. Should the community hall be used by visiting teams (and it is possible that schools without good outdoor sports facilities might want to use it during the day) one or both the coach laybys could be occupied, leaving no suitable parking for other large vehicles.
30. The developers acknowledged the problems associated with adding the school site after the adjacent residential area has been built: "Careful consideration will be required to ensure construction deliveries can be managed efficiently firstly to ensure they can negotiate the narrow and windy roads of the housing development but also that deliveries are made at sensible times so as not to affect or disrupt the local neighbourhood."

16/03428/INTN S/O 11 Needlepin Way

Intention to install one electronic communication apparatus

31. Members felt that electronic infrastructure was as vital as electricity, drains, etc, and should be designed into the application documents and installed in the building phase rather than the occupation phase of new estates.

16/04496/APP Lidl

32. Members noted that the shortest route from the shop entrance to the London Road bus stops involved steps, and the alternative for those with limited mobility, prams or trolleys is needlessly long, involving an internal road crossing at its widest point and a long walk back after crossing the access road. This is contrary to the Equality Act 2010 which states that the disabled may not be disadvantaged in comparison to the able-bodied. A better solution was suggested - to cross directly from the shop door to the cycle parking bay and a ramp along the verge ending approximately at the top of the steps.

17/00111/APP New drainage detention basin for the employment area

33. Members asked for additional planting along the bypass side as acoustic screening which would also augment the abstraction capacity of the pond; adequate (childproof) fencing of the water area. They also asked for information from the applicant and/or the management company of the housing area on whether a fee had been agreed for the use of the existing detention basin, as it seemed inequitable that the residents should have to pay for the drainage facility required by the commercial development.

17/01003/APP Construction of a new bridleway and associated works & associated works (diversion of Bridleway No 13 (part))

34. Members were not opposed to the re-siting of the bridleway per se, but felt the bitumen surface was not suited to a rural situation and would have preferred a porous finish kinder to horses (while still usable by pedestrians and pedal cyclists) which would drain better. Given the specification of bitumen and asphalt, the Committee was surprised to see no details of drainage arrangements.
35. Members expressed concern at the connectivity of the new route with the bridleway north of the bypass through the Badgers estate.

17/01694/APP 2 Butterfly Close

36. Members had considered this application on 5th June, responding OPPOSE & ATTEND and noting that there was inadequate parking within the curtilage for a house this size. Further information had been supplied in Land Registry documents showing the actual curtilage to be larger than that outlined in the original documents, and to encompass not only the space in front of the garage but the whole road width at this point and the frontage including the layby beyond the plot boundary, with the capacity to accommodate 5 vehicles.

17/01940/APP Lace Hill Care Home

37. However Councillors expressed concern at the small number of secure cycle parking stands, given the advocacy of alternative modes of transport to the car for both staff and visitors, and at the similarly restricted car parking; they would like evidence of there being some arrangement with the medical centre for overflow parking, should the Care Home hold events or Open Days. The roads on Lace Hill are too narrow to cope with on-street parking especially so close to the junction with the main road.

17/01978/APP 1 Lace Lane

38. Change of use from residential to Class D1 (day nursery)
The position of this site so close to the main entrance to the estate caused concern, and it was noted that the roads on this estate are not yet adopted. 15-18 babies implies 5-6 members of staff, and there is no indication of where they will park; the three parking bays opposite were all occupied when the site was visited before the meeting. This is a material change of use for a semi-detached dwelling, some distance from the school and community centre car parking, and parents with other children to deliver will all choose the same drop-off & pick-up times. Dropping a baby off takes longer than dropping off older children, and this will lead to congestion at the main road access during peak hours.

17/02112/AOP Lace Hill Medical Centre

Members noted this was an Outline Plan and asked that some changes be made before the detailed plans were finalised:

39. The site should be separated from the bypass by a berm and dense evergreen planting to keep the traffic noise down;
40. Paths should be wide enough for mobility scooters or wheelchairs to pass
41. A drop-off area should be provided at the main door;
42. The spine road (Needlepin Way) should be completed before construction starts and left open for the benefit of existing residents to relieve pressure on the only other access to this large estate;
43. The 'preferred model' is suited to urban areas; how is this to be adapted to a large rural catchment area with poor public transport? For example, many village buses have a two-hour window before the only return service, and having to change in the town centre to reach this medical centre may not fit, whereas access to a town centre site can be managed

Other sites:**13/01325/APP: Moreton Road Phase II**

The existing site was causing traffic problems already; a further development of houses would bring extra pressure on the Old Gaol junction, which was admitted to be at capacity. Access to the new play area from the existing estate and homes across the road: there was no footpath along the verge nor access from the estate away from the road and this was dangerous.

There were no footpaths from the estate to the bus stops proposed; both northbound ones involved walking in the carriageway or in long grass.

14/02513/ADP: Clarence Park

The footpath on one side of the access only, switching to the other side a short distance in, was a nuisance for all, but especially difficult for wheelchair users and those with mobility scooters or pushchairs.

14/02685/APP: Former Railway Station Site, Station Road [*land behind Station Terrace*]

Concern was also expressed about the drainage of the site; apart from the greater area to be covered by hard landscaping and thus a greater need for attenuation of rainwater run-off, the springs in the land, which currently drain into the University land and thence to Station Road could well be interfered with by the building foundations and cause difficulties for existing residents. Connecting with Station Terrace's sewers – which drain via the railway land – could well overload an elderly system not intended to take the amount of water used by 6 large modern houses.

The depth of cutting into the sloping land will reach layers undisturbed by the railway use, and Members asked for an archaeological investigation before building work started.

Land east of Page Hill (15/00051/AOP superseded by 16/02320/AOP)

Members considered this application, bearing in mind that it is not within our parish, therefore the BNDP policies are not applicable, though – as with the previous application – residents would be reliant on Buckingham for virtually all facilities, therefore adding perhaps 300 to the number of cars in the town, compounding traffic delays and putting pressure on car parking. The difference in height between the town centre and the site would not encourage walking and cycling for any but top-up shopping trips. For the less fit, this would also apply to the walking distance between the site and the Stratford Road bus stop (Hilltop Avenue can be discarded as a bus route; without a direct route to the Avenue from the site, the distance to be walked is similar and the request service only runs twice a day, once to Tesco and once from the town).

The increased number of traffic movements, though not as substantial as that for the earlier application, would still have an impact on the town centre, particularly the pinch points at the Old Gaol and the Old Town Hall, and though the proposition that s106 money could solve either was made, no detail was suggested and it was difficult to see what money could do to ameliorate the situation.

Members felt that the access opposite Lockmeadow Farm, which houses a taxi business, was not ideal, especially for drivers turning right at peak hours.

The fact remains that Maids Moreton village has few facilities, no shop, doctor or dentist and an infants school only. Consequently the future residents must look to Buckingham to supply all the infrastructure and services, and no indication was found of proof of capacity.

The upgrading of the historic bridleway, much used by riders and dogwalkers, to cycleway conditions was regretted. In a related presentation, the applicant acknowledged the lack of an alternative access if the main one was blocked by an accident, and suggested that cautious use of the bridleway might be useful for emergency vehicles. Members did not agree, and asked that an alternative access be provided, perhaps with collapsible bollards to prevent casual use.

It was reiterated that both (Bourton Meadow is not, as stated again, a secondary school) senior schools are a considerable distance from the site and without cycle parking, so the likelihood of pupils walking or cycling to school is low. The employment areas of the town are even further, increasing traffic on the bypass or through town (the employment areas have no bus service).

Concern was also expressed that utility capacity, in particular the sewage disposal and broadband provision, was inadequate and accommodating this estate on land not designated for development would have an overall detrimental effect on existing residents' quality of life.

15/02125/APP: Domino's

Criticisms of the scheme were:

1. the proximity to the zebra crossing
2. the lack of any parking for inward deliveries (there are four car spaces in the layby in front of the White Hart, and these are rarely empty), customers, or pizza delivery vehicles.

BCC's response assumes the majority of the traffic generated by the change of use would be in the evening, and that this would not be significantly more than at present. The (legitimate) parking close by the site is effectively the White Hart layby, which is used by its clientele and that of the off-licence in the evening, and the pay-and-display area behind the White Hart. Members considered that few customers picking up a pizza would use a pay car park. The alternatives are yellow lines or the crossing zigzags. Members considered there would be a serious risk of casual parking on the pavement outside to the detriment of pedestrian usage.

The proposed opening hours are 11am to 11pm; if a commercial enterprise opens during the day it is expecting to do reasonable business. Earlier in the evening the developers of 15/01218/AOP had outlined works to reduce the forecourt of the Old Town Hall by about half to address the additional volume of traffic generated by their development, and this will have an effect on the use of the loading bay.

Public transport certainly passes the site regularly but the nearest bus stops are either on the London Road by the Sainsbury's minimart, by the King's Head, or at the far end of the High Street.

The alley between 2 Bridge Street and the side of the Town Hall is already cluttered with the skips and other bins; any more would block the Town Hall's side door and ramp and therefore its lift which is used as disabled access to the function room, and also egress from its fire escape. The "service lane" is a through route to Castle Court which is safer than the alternative narrow pavement of Castle Street beside the Town Hall.

15/03645/APP 3 Well Street: Change of use from garage to café/bar

Members would be very glad to see this building brought back into use, with the associated necessary maintenance and upgrade in its appearance. However, concern was expressed about:-

the use of documents from the 2008 application without revision, and which consequently did not reflect the existing situation, particularly with respect to available nearby parking; both Tumblers (which has changed hands) and the Buckingham Town Football Ground (now University property) are no longer available, and it was regrettable that BCC Highways' response did not acknowledge this.

lack of any reference to treatment of the pollution of the ground floor from garage use and the petrol tank which served the two pumps

the increase in traffic – both deliveries and customer's cars/taxis – at a difficult point in a narrow street, possibly causing tailbacks round a blind corner into Bridge Street. How would delivery by 'small van only' be enforced?

15/004106/AOP Land adj. 73 Moreton Road – 13 houses and new access

It was also felt that the access was unsafe; even if the verge is taken back, the proximity of the house below to the edge of the road restricts visibility. The suggestion was made that access via the AVDC land on Western Avenue would be preferable.

Amended Plans

The slope and width of the proposed access were still considered unsuitable and the proposed [by BCC] footpath along Moreton Road south of the access was totally pointless, leading as it did to a house wall at the road edge and an extremely dangerous place to cross on a hill just above an area where cars were parked on the opposite kerb. The alternative would be to walk along a considerable length of wall bordering a narrow roadway and bus route. As the present access lane to Roxwell is within the 'red line' Members could not see why the footpath north of the access could not be continued uphill to meet Western Avenue, where crossing is much safer as the hill levels out somewhat.

15/04124/APP & 15/04125/ALB 1 Ford Street; Conv. of two storey barn/garage into living accommodation

Members noted the lack of any reference to the 2007 flood, when water entered the lower storey of the New Inn to the east of the site and at a higher level; river water also reaches the building regularly if comparatively briefly. Furthermore, there is no raised footway on this side of Ford Street to protect the entrance (the adjoining dwelling has a step at the entrance and a higher floor level; the garage does not). The site is acknowledged to be in Flood Zone 3, and a dry route to the London Road from the entrance will not be consistently available as the alternative access to the New Inn's yard is to be blocked up.

16/00313/APP Buckingham Primary School, Foscoate Way

Erection of a modular nursery building and creation of new pedestrian footpath

Members felt that – as the first building visible to visitors to both schools – this was unattractive and unimaginative for a nursery. Concern was also expressed that this was a temporary structure use of which might well be extended beyond its natural lifetime, to the detriment of the children housed in it.

16/00847/APP West End Farm, "Extra Care Home"

It was pointed out that merely providing a connecting pathway from the corner of the site to the Cemetery frontage was not a solution as local residents used this area for car parking, leaving inadequate width for mobility scooters or cycles, and the access was on a difficult section of road.

Amended Plan:

Members felt that this should have been a new application described as 'a retirement complex comprising 72 self-contained flats, guest unit and communal facilities' rather than amended plans which bore no relation to the original bar the site boundary and exiting vegetation. There was no evidence of provision for personal or nursing care staff, and if care was to be provided by individually hired personnel, then the vehicle movements would amount to several per day for each unit; the development was a considerable distance from the town centre and without pedestrian links or a bus service, so those residents who were able would be using cars or taxis to access shops and services, both sources of traffic increasing the pressure on the already busy and narrow West Street limb of the Town Hall junction. As this number of flats was well over the threshold Members asked about Affordable Housing provision.

16/00917/APP & 16/00918/ALB: The Old Police Station

Members noted that additional accommodation on a site with inadequate parking space already might lead to on-street parking at an exceptionally dangerous part of the Moreton Road, or encroachment into adjacent areas which could cause friction with existing residents.

16/01413/APP: Land off Chandos Road – 9 flats and 1 house and garage

Removing so many trees and replacing them with concrete slabs would affect the absorbency of the land and exacerbate the stormwater flooding of the properties on the other side of Chandos Road, already a problem. The woodland area also houses a diversity of species and forms a useful wildlife corridor.

Highways' response, based on the 2003 application for Waglands Garden, was lazy and out of date; it took no account of the increase in school traffic nor the demolition of Fir Cottage and its replacement with a block of 12 flats. No assessment of the impact of extra traffic had been requested.

The proposed dwellings are some distance from the town centre, and there is no bus service; a resident's place of employment may not be within cycling distance, and car commuting will conflict with the busy morning school peak period. Members recommended a Site Visit, optimally at 8.30am on a school day.

The provision of 9 parking bays for 9 flats was inadequate and contrary to AVDC Guidelines and would lead to visitors parking on the access road or Chandos Road, neither of which was acceptable. These flats are very similar to those across the road at Royal Court and two vehicles per flat can be expected if occupied by a working couple.

Amended Plans:

Members saw nothing in the amended plans that addressed the concerns expressed in their previous response, and noted the comments made by neighbours about the two additional parking spaces for visitors, and the use of the roadway as a short-cut to school though there was no continuous footway and none proposed. It was reported to the meeting that the recent rains had caused flooding in Chandos Road from the school entrance, and a drain strip across the entrance was recommended.

17/01840/AOP & S/2017/1444/EIA: (Silverstone)

The implications of increased traffic along the Dadford Road and its impact on the villages of Water Stratford, Finmere and Dadford. Members also agreed that more information was needed on the Shuttle bus route from Silverstone and Milton Keynes train station.

Members had NO OBJECTIONS to the current plans and would be supportive of any measure to mitigate increased traffic through the neighbouring villages. Members wished to be consulted on the allocation of s106 funding and would favour contributions to the proposed Buckingham Western Bypass.

16/01850/APP: Vinson Building

The applicants' own survey showed that car parking on the University site was close to capacity at peak times, so the loss of 17 spaces would have a measurable effect; the 76 spaces at the Franciscan are irrelevant to this application, and the Island site subject to flooding (and is accessed from Hunter Street, not the Bernwood Jubilee Way).

14/02601/AOP: Moreton Road Phase III

Revised Highway Comments had been received from BCC which outlined a long-term strategy for relieving traffic pressure on the town centre. Members discussed this at length, but failed to see how an additional left-turn lane at the Stratford Road roundabout would alleviate traffic volume generated by this development (though it might help with traffic from the 400 houses proposed for the land east of Page Hill).

Members also expressed concern that neither AVDC's Highways Engineer, nor BCC Highways Dept. had considered requiring the construction of a pedestrian route to the bus stops at the Phase I & II planning stages, despite this Council pointing out the lack of a safe

connection, and that the provision was dependent on approval of Phase III. (A safe connection to the Phase I children's playground was incorporated into Phase II requirements). It was felt that this was a dereliction of safeguarding on the part of the two Councils. Members suggested that this could easily be rectified by moving the bus stops to sites accessible to residents without their having to resort to walking in the road; the upper pair of bus stops did not appear to bear any relation to residential development in Maids Moreton.

16/02641/APP : Hamilton Precision Ltd, 10 Tingewick Road

Key documents such as the Flood Assessment, Travel Plan and Tree Survey contain inaccuracies uncorrected from previous applications, which does not engender confidence.

BNDP Policy 14 states that "development will not be permitted on Flood Zone 2 or 3 unless National Planning Policy Framework conditions are met" –no evidence of this was provided; the applicants deny the accuracy of the EA data and do not relate their postulated flood depths to the EA zones. Members with extensive local knowledge of flooding in this area put little credence in their consultants' FRA, which was in places vaguely worded, ascribed the 2007 flood to mismanagement or a burst rather than the simple overtopping of the banks due to excessive rain, and remained convinced the river flowed east to west. There are no flood mitigation measures provided, and no details of how the sewage from the northern end of the site will be pumped up to the level of the public sewer in Tingewick Road, and what would happen if the pump failed.

The traffic plan talks of only 17 extra morning and 22 extra evening movements in and out of the development of 51 dwellings. This presumes that only 25% of the estimated 150 residents will be driving to work, school or the shops.

Highways issues in relation to the proposed exit of the site on to the Tingewick Road which would create a cross roads with the proposed exit from the university development opposite and create 7 entrances/exits on to Tingewick Road in the space of approximately 100 metres.

Amended Plan:

It is not clear how sewage from the lowest part of the site is to arrive at the Tingewick Road main 'under gravity', as the previously mooted pump has been deleted.

Amended Plan:

Steps to Riverside Walk

Part M applies to buildings and access to buildings, not open spaces. The DfT "Inclusive Mobility: A guide to best practice" says "Where there are changes in level both steps and ramps should be provided, but if there is insufficient space for both, provide a ramp." The length of path involved could provide a continuous gentle slope. Members are well aware that the path links into the Fishers Field stretch of the Riverside Walk, and to the Clarence Park development and its playground, and it is for this reason that a ramp, which is easier for prams, cycles and mobility aids, is preferred to steps. Ramping should be a planning condition, not something which the developer "is happy, once works have commenced on site, to ascertain if levels can accommodate ramping, rather than steps."

16/03302/APP: Land to the rear of the Grand Junction Public House, High Street

Members agreed that a town centre location was a suitable site for a care home, but this was in the floodplain – as are two of the existing sheltered housing complexes.

This site was not included for housing in the Neighbourhood Plan for this reason – the preferred use of the site was for an extension to Cornwalls Meadow car park, with permeable surfacing and some open space adjacent to the river. AVDC's comments on the BNDP Site Assessment acknowledged a possible alternative use for retail or other employment. Use of land in Flood Zones 2 & 3 for housing, especially of vulnerable people, is contrary to the NPPF.

The Flood Survey omitted the July 2007, 2012 and 2016 flooding incidents. Photographs from these events show substantial parts of the land were underwater including the principal access point.

Members recollect that their recent application to site public toilets on the recycling corner where the access is proposed was dismissed by the District Council on the grounds of safety for pedestrians crossing the car park entrance. Frail elderly residents, possibly with walking aids or mobility scooters, would be even more at risk.

New document: Addendum to Flood Risk Assessment

The new document provided the Sequential Test (NPPF requirement to prove no other site outside the flood plain is available) and the Exception Test (NPPF requirement to show that any flood risk to people and property will be managed satisfactorily if suitable sites at lower risk of flooding are not available).

Members criticised a document issued only on 27th April 2017 which included in its tables many sites already approved for development, and especially those built out and occupied years previously, like Candleford Court on Bridge Street and Fir Cottage on Chandos Road. This gave a misleading impression of the number of sites considered. Several of the sites were misplaced on the keyed map. The care home/medical centre site at Lace Hill – part of its s106 agreement – was dismissed because of its proximity to a petrol station (level of traffic) when the applicants were proposing siting a care home to the rear of a nightclub beside the access road to the town's main car park.

Concern remained about the displacement of excess water to other premises; Candleford Court also had an attenuation pond, but ever since the land had been built on puddling had been noted in Verney Close woodland, where it had never been seen before except when the river actually overtopped the banks; building in the floodplain clearly affected the groundwater drainage.

16/03138/APP: Land To The Rear Of Hamilton House, West Street [Summerhouse Hill]

Given the amount of new development since 2009 – including Lace Hill and Moreton Road, over 700 new houses - and the increased number of dwellings proposed on this site, Members felt that an up-to-date Transport Assessment should have been produced; for example, 5 of the 7 bus services listed no longer exist, the #60 service has been radically altered and reduced, and the X5 is not mentioned at all. The addition of some 2014 survey data does not properly address the increased pressure on the town centre junctions, or the extra burden on other infrastructure.

16/00151/AOP: Land off Walnut Drive and Foscoate Road, Maids Moreton

Outline application with all matters reserved except access for up to 170 dwellings, public open space and associated infrastructure

A number of errors were noted, particularly with the bus services – there is no #60 in the peak morning period and the service is 2-hourly to Aylesbury only via Buckingham town centre; the #80 to Brackley is a school-days only service; and the 151 is omitted altogether. Journey times were also incorrect - for example, the timetable shows 45 minutes for the direct service to Aylesbury (51mins via the villages) not 38 minutes as stated. Milton Keynes is given as 23 minutes, though the X60 is timetabled as 28 minutes and the X5 as 22 minutes from the High Street bus stand to the railway station, and that does not allow travel time down from Maids Moreton and the variable wait for the connection. A two-hourly bus service can be described as “regular” as Croft conclude (11.1.2); it can also be described as “impractical” for working people and school pupils if there is no bus to deliver them at their destination at the required time. There is no footpath to the Main Street bus stop so passengers would have to use the one at Duck Lake.

The assumption that some 40% of vehicular traffic will use the Foscoate Road access is of concern – to turn left towards Milton Keynes involves either the ‘failed’ Leckhamstead road

or an unfenced farm track with cattle grids which meets the A422 at a blind bend; to turn right involves traffic using Mill Lane ("College Road"), Main Street or Avenue Road, so shows little benefit over using the Walnut Drive access point. A roundabout, however small, at this last junction will have lasting effects on the older buildings on Main Street, which have no foundations and are susceptible to damage from vibration and pollution. Any vehicle waiting to turn right at the A413 junctions with Main Street or Avenue Road will soon cause a queue to form, and one might predict that, for a new estate of 170 houses so far from employment areas, secondary schools and other amenities, some 250 cars could be leaving in the morning peak (as there isn't a bus between 8am and 9am, and no bus service to the employment areas).

Mill Lane is width-restricted (2m) and has a 60mph speed limit, high banks and hedges either side and no footpath, although it is used by cyclists and walkers; to discourage "rat-running" the developer proposes traffic calming measures including eight 5m stretches of ripple strips. These will have an adverse effect on any resident's aspiration to cycle instead of drive, and Moreton Road is not a much easier alternative. Additional passing places are also proposed for Mill Lane, which may reduce the number of cars damaged through being forced to take avoiding action when faced with oncoming vehicles travelling faster than prudent on such a lane.

Other inconsistencies and inaccuracies were noted as not inspiring confidence in the whole document.

17/00602/APP: [land adjacent to] Little Oaks, Brackley Road

Conversion of detached garage to residential bed sit

Members noted that the building had not been fitted with doors (the holes are filled with wooden panels), so had never been used as a garage, and that the officer's report recommending approval of its construction in 2012 had noted that the consequent accommodation of vehicles off-road would improve the existing situation. This is an exceptionally difficult stretch of road, with the Cemetery opposite and the Bowls Club to the rear, and accidents and damage to parked cars common. The resident's car would have to be parked close to the front windows, which are north-facing, and there is no other window or skylight. Concern was also expressed about the viability of the side door and narrow passage, for example to manoeuvre furniture into the premises.

Wipac Group, London Road, MK18 1BH

17/02220/APP Proposed Storage/Warehouse facility to the rear of the existing building

17/02323/APP 2 storey extension to existing offices and factory with associated external works to the existing car park

Members suggested that the construction of a footway in the verge, linking the new London Road crossing to the existing path at the corner by the access road roundabout would make a safe route for residents of the new estate at Lace Hill, and perhaps a pedestrian crossing at a safe distance inside the access road with new path on the northern side might encourage the use of the many bus services serving the site.

17/02939/APP: Royal Latin School, Chandos Road

Provision of new all-weather pitch and sports building with associated flood lighting

Members declined to make a formal response as insufficient information was available; in particular the absence of the SUDs strategy document, for a site acknowledged to be readily floodable. They have concerns for the effect of the new building and pitch on the brook at the far end of The Buckingham School's field, and the Railway Walk.

Transport Plans and Traffic Assessments (many developments)

- a) TPs should be up-to-date and accurate – not listing non-existent or re-routed bus services and/or bus stops (eg there are no bus stops on the bypass and no services to the employment areas)
- b) Padding out bus service tables with once-a-week village services into Buckingham to

- give an impression of greater accessibility is disingenuous
- c) Ditto late night weekend services for clubbers
 - d) National Cycle Route 50 (Chackmore-Gawcott-Claydons in our area) and leisure routes listed on cycle-route.com* are not useful for cycle-commuting purposes and should not be quoted as such in TPs.
 - * Buckingham-Westbury Road circuit; Buckingham-Deanshanger; Buckingham-Stoke Goldington loop; Buckingham loop. The table gives distance from the site (in miles), difficulty (without explaining whether 1 is low and 5 is high or vice versa), and length (in km).
 - e) Assuming schoolchildren will cycle to school is unlikely to happen unless the schools provide sufficient covered secure parking.
 - f) Assuming new residents will work from home, with consequent reduction in the number of traffic movements, is dependent on good broadband connection from the date of occupation and should be given rather less weight in traffic trip calculations until the situation in rural areas improves..

KM

6/9/17



Buckinghamshire County Council

Development Management Policy: managing the transport and travel impact of new developments

EXECUTIVE SUMMARY - CONSULTATION DRAFT

What is the policy for?

The policy is intended to help developers create great places and thriving communities which contribute to our vision for Buckinghamshire.

Buckinghamshire is a rapidly growing county and its economy is one of the strongest in the country. As it grows our challenge is to help it remain a thriving, attractive, place to live and work.

Growth offers opportunities for Buckinghamshire. To make the most of these opportunities and ensure Buckinghamshire remains thriving and attractive, it is important that growth happens in the right way.



The Development Management Policy aims to help make that happen, setting out a range of policies to inform new developments and ensure they meet Buckinghamshire's needs. It provides developers with the information they need to prepare successful proposals in Buckinghamshire. This includes:

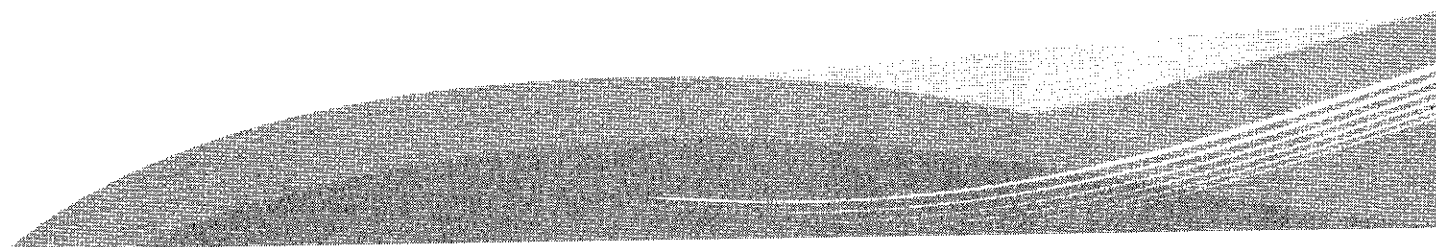
- The information the Council requires for different types and sizes of development.
- How new developments can meet transport and highway requirements.
- How the Council considers developments' transport impacts.

What does the policy say?

The draft Development Management Policy includes a range of specific policies that set out what Buckinghamshire County Council expects from developments.

The proposed policies are grouped into four sections in the green boxes below.

In the full document these policies are accompanied by supporting text, which provides more information on them. If you want to find out more please look at the full document.



Section 1: Creating great developments in Buckinghamshire (key principles)

The following policies set out a high level vision for new developments in Buckinghamshire.

Policy 1 – Developments must meet their own transport needs. Development should be located to support sustainable transport choices and minimise negative impacts on existing transport networks.

Policy 2 - Developments must ensure their residual cumulative impacts are not severe, taking into account current and future network conditions, and any mitigation proposed.

Policy 3 - Developments should minimise their transport impact, which may be achieved by providing new or improved transport infrastructure, services, and information.

Policy 4 - Developments should reduce the need for single occupancy car travel by encouraging walking and cycling and public transport use.

Policy 5 – Developments must provide safe and suitable access for all modes of transport and all members of the community. Developers should protect safe and convenient use of the highway.

Policy 6 – Developments should prioritise the use of environmentally, economically and socially sustainable design, materials and construction methods.

Policy 7 – Developments should be accessible to all members of the community.

Policy 8 - Developments should contribute to creating attractive areas, with a sense of place. This is an important part of encouraging walking, cycling and public transport use.

Policy 9 - Buckinghamshire County Council will consider all proposals against the relevant policy and guidance.

Section 2: Designing for transport in your development

The following policies explain how transport and travel should be provided for within new developments.

Policy 10 - Developments should prioritise the access needs of all types of pedestrians, people on bikes and public transport users.

Policy 11 - Developments should be well connected to existing infrastructure, services and facilities – contributing to an open and interconnected network. They should protect or enhance strategic cycling, walking and public transport networks (and infrastructure) to, and where possible, through development sites. Developers should provide on-site facilities for cyclists in accordance with the Countywide parking standards.

Policy 12 – Developers should ensure their proposals safeguard the existing public Rights of Way network.

Policy 13 - Designers may use existing alignments and should consider enhancements where possible to improve site accessibility.

Policy 14 - Developers should consider creating new Public Rights of Way to improve connections to and within their site, or to enhance the existing network.

Policy 15 - New or altered accesses must: meet all operational requirements; be designed and constructed in accordance with the relevant design guidance; and fulfil all standards contained in this document, as applicable.

Policy 16 - Developments should be accessible to all and permeable by all modes of transport, with priority given to people walking and on bikes.

Policy 17 - Developers should produce streets which result in appropriate traffic speeds.

Policy 18 - Developers should make suitable arrangements for access by large vehicles. This includes goods, emergency and waste collection vehicles for delivery, servicing and drop-off. Developers should show the swept path of vehicles on proposed new infrastructure. This should include the largest vehicles expected to access the area.

Policy 19 - Developments should prioritise Sustainable Drainage Systems wherever practicable. This includes within the new development, around new infrastructure and on alterations to the existing public highway.

Policy 20 - Developers must demonstrate that they provide appropriate parking, according to Buckinghamshire County Council's policy set out in the Buckinghamshire Countywide Parking Guidance and local planning policy.

Section 3: Managing your Development's transport impacts

These policies explain how developments should manage their transport and travel impacts outside of the development.

Policy 21: Planning applications including those for new homes, commercial and community uses, that require Travel Plans should develop and implement a proportionate, robust and effective Travel Plan. It should be in accordance with national guidance and Buckinghamshire County Council's 'Sustainable Travel Plans: Guidelines for Developers'.

Policy 22: Buckinghamshire County Council requires developers to contribute to the cost of its work to assist development of sustainable travel promotions and monitoring the implementation of travel plans. The fees charged are set out in our 'Sustainable Travel Plans: Guidelines for Developers' and secured by Section 106 agreements.

Policy 23 - All planning applications for major developments (as defined in Table 2) should be accompanied by a Transport Assessment. Where appropriate, smaller developments should be accompanied by a Transport Statement. The impact of new development on the transport network should be assessed against other plan policies and transport standards.

Policy 24 - All Planning applications for major developments must assess the cumulative impact of the new development taking into account committed and planned developments as agreed with the Highway Development Management team. Where appropriate, smaller developments will also be required to complete a similar assessment.

Policy 25 - Developers should provide appropriate mitigation to:

- achieve safe and suitable access by all transport modes and
- ensure the residual cumulative impact of the development is not severe.

Policy 26 - Proposed alterations to the highway must be shown to be safe, suitable and to meet operational requirements.

Policy 27 - Developments should minimise their highway impact during construction and accord with any Construction Management Plan. Major developments should provide a Construction Management Plan, including details of how impacts on the highway will be kept to a minimum.

Section 4: Delivering works on the highway

The policies in this section set out how works on the highway network, associated with new developments, should be delivered.

Policy 28: Applications must carry out a Stage 1 Road Safety Audit for alterations that might:

- Materially alter the existing highway;
- Affect road user behaviour; or
- Worsen the outcome of a collision.

Where a Stage 1 Road Safety Audit has been undertaken developments will then be expected to complete further Stage 2 – 4 Audits at the appropriate points.

Policy 29: Developments should minimise and repair any damage to the highway caused during construction.

Policy 30: Developments should provide routeing details and if required a routeing agreement where:

- they generate significant HGV movements; or
- do not access the network from Strategic Routes.

Policy 31 - Developers must fund the maintenance of new assets related to the development in accordance with Buckinghamshire County Council's commuted sums guidance.

