



# BUCKINGHAM TOWN COUNCIL

TOWN COUNCIL OFFICES, THE BUCKINGHAM CENTRE,  
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Town Clerk: Mr Paul Hodson

Wednesday, 14 November 2018

Councillors,

You are summoned to a meeting of the Full Council of Buckingham Town Council to be held on **Monday 19<sup>th</sup> November 2018** at 7pm in the Council Chamber, Cornwalls Meadow, Buckingham.

Mr. P. Hodson  
Town Clerk

Please note that the Full Council will be preceded by a Public Session in accordance with Standing Order 3.f, which will last for a maximum of 15 minutes.

## AGENDA

### 1. Apologies for Absence

Members are asked to receive apologies from members.

### 2. Declarations of Interest

To receive declarations of any personal or prejudicial interest under consideration on this agenda in accordance with the Localism Act 2011 Sections 26-34 & Schedule 4.

### 3. Minutes

To receive the minutes and confirm the recommendations therein of the Full Council Meetings held on:

- Monday 1<sup>st</sup> October 2018 **Copy previously circulated BTC/07/18**
- Thursday 8<sup>th</sup> November 2018 (Extraordinary) **Copy previously circulated BTC/08/18**

### 4. Interim Minutes

To receive the minutes and confirm the recommendations therein of the Interim Council meeting held on Monday 29<sup>th</sup> October 2018

**Copy previously circulated IM/04/18**

### 5. Planning Committee

To receive the minutes and confirm the recommendations therein of the Planning Committee meetings held on:

- Monday 8<sup>th</sup> October 2018 **Copy previously circulated PL/07/18**
- Monday 29<sup>th</sup> October 2018 **Copy previously circulated PL/08/18**

### 6. Town Centre and Events Committee

To receive the minutes and confirm the recommendations therein of the Town Centre and Events Committee meetings held on Monday 15<sup>th</sup> October 2018.

**Copy previously circulated TCE/04/18**



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.

**RECOMMENDED** to Full Council that due to the inadequate disabled access to the Ballroom in the Old Town Hall and the lack of disabled facilities in Villiers, this committee resolves not to use either of these venues for Town Council events until the access problems are resolved

**7. Environment Committee**

To receive the minutes and confirm the recommendations therein of the Environment Committee meeting held on Monday 22<sup>nd</sup> October 2018

**Copy previously circulated E/04/18**

**8. Resources Committee**

To receive the minutes and confirm the recommendations therein of the Resources Committee meeting held on Monday 5<sup>th</sup> November 2018

**Copy previously circulated R/04/18**

Proposed by Cllr. Stuchbury, seconded by Cllr. O'Donoghue and **RECOMMENDED** to Full Council to carry forward any unspent ear marked reserves into the new budget.

Proposed by Cllr Strain-Clark and seconded by Cllr. Newell to accept the report recommendation and **RECOMMEND** to Full Council. To receive the amended Staff Handbook as suggested by Resources Committee and approved by ELAS. **Appendix A**

Due to the size of the Staff Handbook (Appendix A) can be viewed on the following file link:  
<https://www.buckingham-tc.gov.uk/?p=4296>

**9. MAJOR PLANNING APPLICATION**

To receive the following proposal and discuss the Council's response to it:

18/02733/APP

Station House, Tingewick Road, MK18 1<sup>ST</sup>

Erection of 18 No two bed flats

West [Signature Homes Ltd]

A summary report is attached.

**BTC/53/18**

**10. MAJOR PLANNING APPLICATION (Amended Plans)**

To receive the following amended documents and supplementary information and discuss the Council's response to them:

17/04668/ADP Land north of A421 Tingewick Road [actually Land north of A421 and both sides of Tingewick Road]

Approval of the details of the external appearance of the buildings, the landscaping of the site, layout and scale for each phase or part of the development together with discharge of conditions 2 (phasing) and 6 (design code)

BDW North Thames

A summary report is attached

**BTC/54/18**

**11. To receive and question reports from District and County Councillors**

**12. Motion – Cllr. R. Stuchbury**

To agree that Buckingham town council purchase a new bench and places against the Council Chamber wall for people to use, in place of the bench which was opposite Guy and Gimbles ; which was removed causing a great deal of discussion and disbelief within the community. The budget to be agreed from the environment budget precept.

**13. Unitary Government in Buckinghamshire**

To receive a written report from the Town Clerk

**BTC/55/18**

**14. University Prize**

To receive a written report from the Town Clerk

**BTC/56/18**

**15. Judicial Review 61-bed Care Home etc, land behind the 13 High Street Public House –**

**16/03302/APP**

To receive a written report from the Town Clerk

**BTC/57/18** to follow

**16. Reports from Representatives on Outside Bodies**

16.1 Aylesbury Vale Transport User Group Meeting 11<sup>th</sup> September 2018

**Appendix B**

**17. Annual Town Meeting**

To receive a verbal report from the Town Clerk

**18. Action List**

**Appendix C**

**19. Lace Hill Health Hub Development Focus Group**

To receive a verbal update from Cllr Try (*minute 281.3/18*)

**20. Mayoral Engagements**

To receive a list of events attended by the Mayor and Deputy Mayor.

Functions the Mayor has attended:

Sat 13 Oct 2018 Charter Fair opening  
Sun 14 Oct 2018 High Sheriff Civic Service  
Mon 15 Oct 2018 Visit to University Library  
Mon 15 October 2018 Pontio Group #2  
Mon 15 October 2018 TFB devolution consultation  
Thu 18 Oct 2018 Wates Development exhibition  
Fri 19 Oct 2018 Rotary Club Charter meal  
Tue 23 Oct 2018 Remembrance 100: Launch of the 2018 Poppy Appeal  
Wed 24 Oct 2018 Town Entfest meeting #2  
Thu 25 Oct 2018 Citizens Advice AGM, Winslow  
Sun 28 Oct 2018 County Council Civic Service, Wing  
Mon 29 Oct 2018 UoB Metriculation  
Tue 30 Oct 2018 Buckingham Primary School: Civic Education  
Wed 31 Oct 2018 Visit Remembrance 100 Tapestry Exhibition  
Wed 31 October 2018 Pollution clean up group  
Fri 2 Nov to Sun 4 Nov 2018 Mouvaux twinning visit  
Thu 8 Nov 2018 Buckingham Primary School Remembrance event  
Fri 9 Nov 2018 Remembrance event at RLS  
Sat 10 Nov 2018 Remembrance 100 Event: Silent Soldiers  
Sun 11 Nov 2018 Town Remembrance Parade, 100th anniversary  
Sun 11 November 2018 Afternoon Tea for members of families whose men returned from the war  
Sun 11 November 2018 Armistice 100 event  
Mon 12 Nov 2018 Present Jo Cox book to University  
Tue 13 Nov 2018 Funeral Service for former Town Clerk  
Fri 16 Nov 2018 BACAB Town and Gown Quiz

Functions the Deputy Mayor has attended:

Oct 10	Prisoner Education	Open University MK
Oct 12	China House Preview	University of Buckingham
Oct 23	Poppy Appeal Launch	Old Gaol
Nov 10	Silent Solider Enactment	Old Gaol
Nov 11	Remembrance Parade	Parish Church
Nov 16	BAFA Winter Exhibition	Community Centre
Nov 22	Bucks & MK Sports Awards	Waterside Theatre, Aylesbury

**21. Chair's Announcements**

**22. Dates of the next meetings:**

Interim Council – Monday 17<sup>th</sup> December 2018  
Precept Monday 14<sup>th</sup> January 2019  
Full Council - Monday 28<sup>th</sup> January 2019

**BUCKINGHAM TOWN COUNCIL  
FULL COUNCIL  
MONDAY 19<sup>th</sup> NOVEMBER 2018**

**Agenda No, 9**

**Contact Officer: Mrs. K. McElligott**

**MAJOR PLANNING APPLICATION**

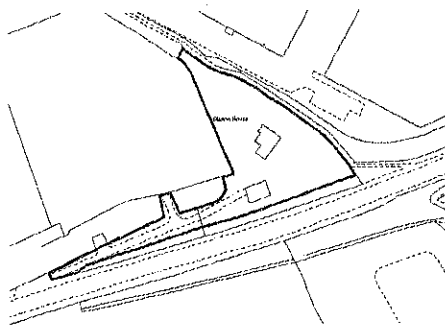
18/02733/APP      Station House, Tingewick Road, MK18 1<sup>ST</sup>  
Erection of 18 No two bed flats  
*West [Signature Homes Ltd ]*

A previous application, 18/00216/APP, for 20 two-bed flats in a single L-shaped block was refused in May. **BTC/73/17** (12<sup>th</sup> March 2018 Full Council) refers.

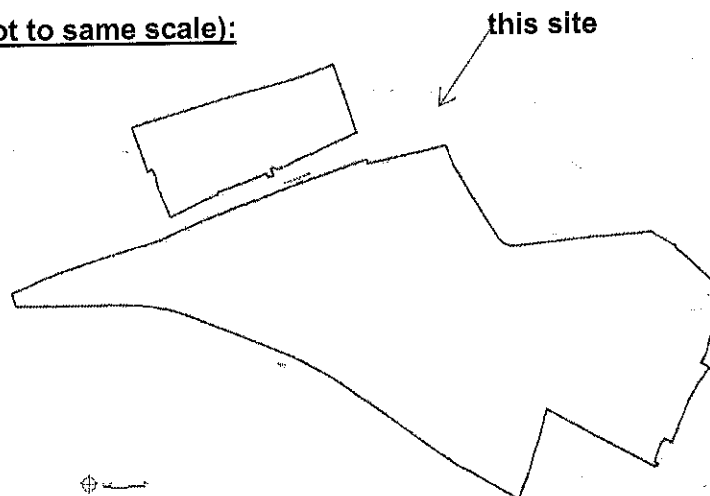
**Site**

*On the north side of Tingewick Road, a small (0.3ha) triangular area bounded by the old railway line, the allotments and the Tingewick Road. To the east of the old railway is the remaining part of Tingewick Industrial Park, to the west and south 17/04668/ADP (see foot of page for context). Access to the site is currently a sloping track almost parallel to the road, and the building area itself is fairly level and 4-5m below road level. It is currently occupied by the Goods Yard Manager's house.*

**Site plan of this application:**



**Site plan of 17/04668/ADP (not to same scale):**



At the March Full Council, Members' response to the previous application was Oppose & Attend:

Members opposed this application on the grounds of overdevelopment of the site, and lack of reference to local style as described in the Buckingham Vision & Design SPG.

Concern was also expressed at the lack of visitor parking, and the inadequate disabled access – no lifts had been included.

Access to the footpath and cycle network along the old railway line and hence the senior schools and employment areas would be across a busy 50mph road; to encourage use of the network it was suggested that the original railway arch be reopened, perhaps via a s106 contribution.

The SuDS officer's comments were noted, and Members look forward to acceptable amended plans as requested, and the housing officer's comment about an affordable element was welcomed.

And AVDC's reasons for refusal included:

- The proposed development would lead to the total loss and substantial harm to the significance of a non-designated heritage asset
- The proposal for 20 flats which equates to 66dph is considered excessive and results in a cramped and inappropriate form of development having regard to the site as well as in relation to the surrounding context
- The proposed development would be likely to result in significant adverse landscape character and visual impacts to the immediate site and the surrounding landscape and environment
- The layout will result in amenity impacts to future occupiers of ground floor flats in terms of privacy and disturbance on account of the ambiguous layout and limited available space

Had reasons for refusal nos. 1 to 4 not applied

- it would have been necessary for the applicant to further consider the transport aspects of the proposal including providing an amended scheme in relation to pedestrian access into the site, and
- it would have been necessary for the applicant to provide further information to demonstrate that the proposal would not impact on European Protected Species, and
- it would have been necessary for the applicant to provide further information to demonstrate that the proposal would not adversely impact on trees, and
- it would have been necessary for the applicant to provide further information and or alternative surface water drainage designs to demonstrate that the proposals would not lead to additional flood risk, and
- it would have been necessary for a Section 106 Agreement to secure off-site transport contributions, off-site sport and leisure facilities contributions, as well as securing the on-site provision of SUDs and their management and maintenance.

*Clerk's comments on the documents below are in italics.*

### **Drawings & documents**

The supporting documents are as follows:

1. Arboricultural Report (Nov. 2017 - unchanged since previous application)
2. Design, Access & Heritage Statement (October 2018)
3. Ecological Survey (December 2017)
4. Planning Statement (July 2018)
5. Protected Species Survey (May 2018)
6. Structural Investigation and report on the Old Station House (May 2018)
7. Surface Water Drainage Strategy (September 2018)
8. Transport Statement (September 2018)

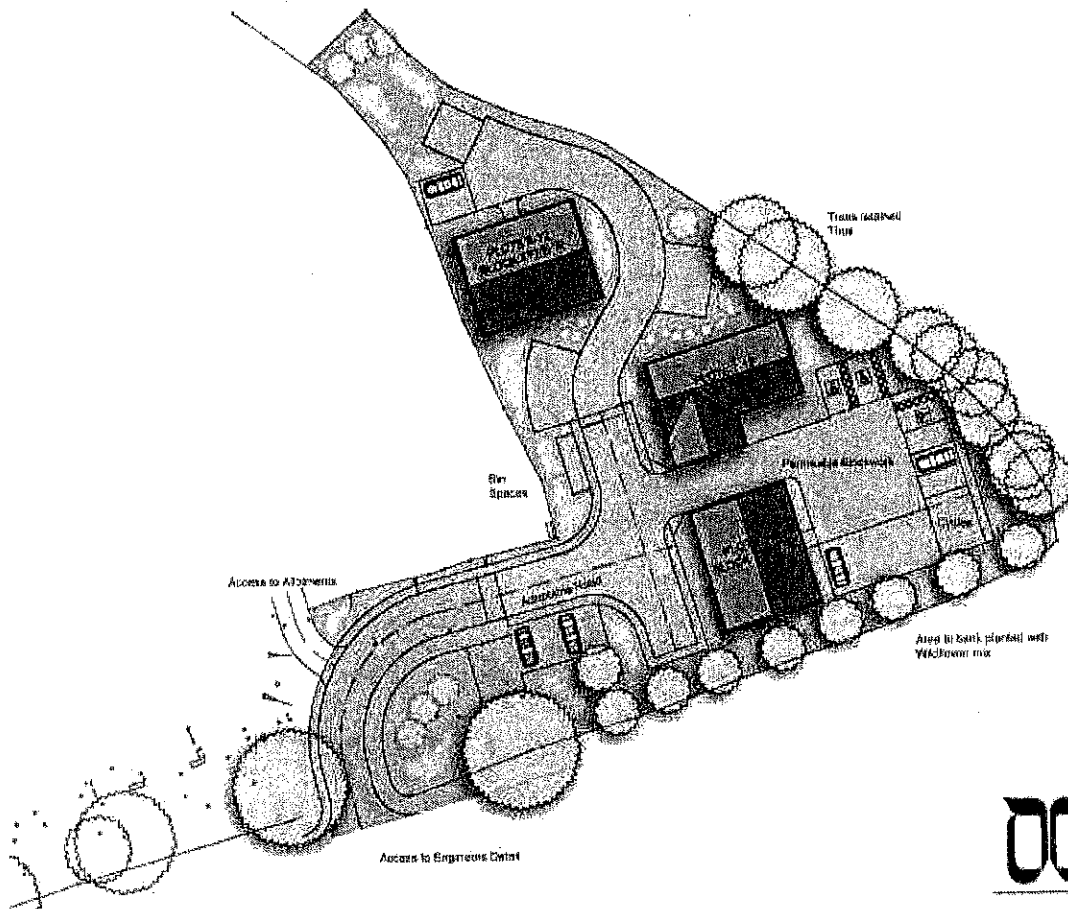
Drawings:

1. Site boundary
2. Planning Layout (b/w and colour; former is more detailed, though neither show an exact parking plot)

- 3. Plans & elevations Block A (rectangular)
- 4. Plans & elevations Block B (L-shaped)

**Proposal**

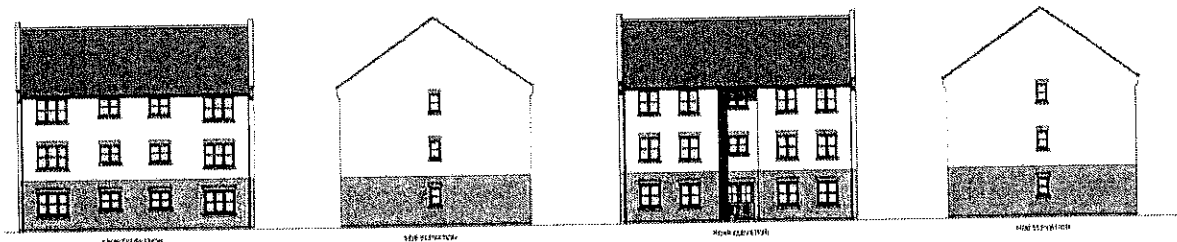
Demolish Station House and its garage and erect three two-storey blocks of flats, with car and cycle parking and some landscaping and new planting. Each block has two two-bed flats on each floor, separated by a stairwell.



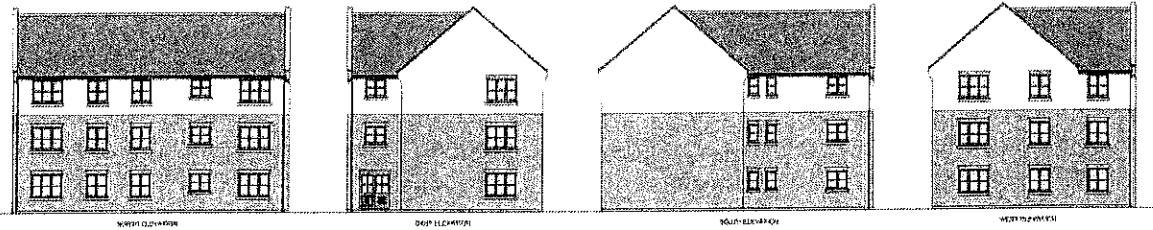
All flats have 1 large and 1 small bedroom and a bathroom, all with a window; and one living/dining/kitchen room – in Block A with a large window and a smaller one in the same wall, leaving a blank exterior wall; in one A type block this faces the road, but there is no reason for not having another window on the opposite side of this block and both sides of the other A type block, especially as the Block B flats have two large windows on different walls in the living room, and a small window over the kitchen sink.

There are no lifts in the stairwells.

The plans and elevations for the two types are

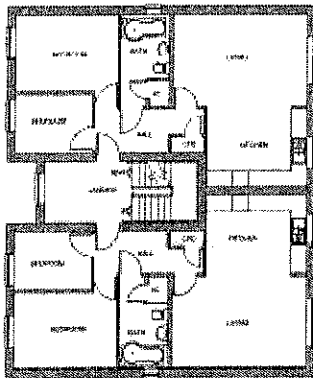


Block A



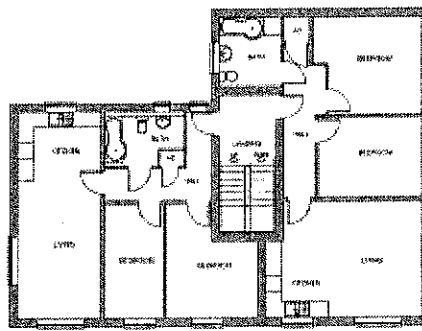
Block B

Floor plans (all floors are identical except for the ground floor entrance)



FIRST FLOOR PLAN

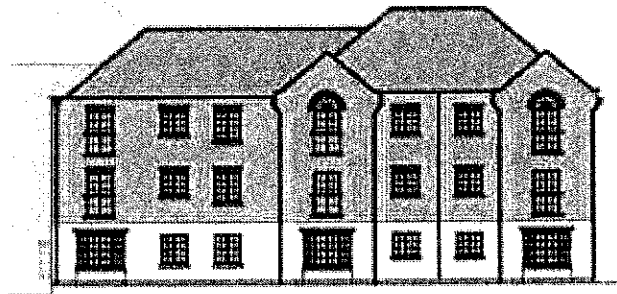
Block A



FIRST FLOOR PLAN

Block B

The previous design was higher in parts and had more interesting elevations:



**Arboricultural Report (Nov. 2017 - unchanged since previous application)**

(copied from previous report for convenience)

There are no TPOs and the site is not in the Conservation Area.

The middle land is covered in scrub of no value, and there are mature trees and hedging along the Tingewick Road boundary and eastern boundary with the old railway. There are two groups of trees on the western boundary between the site and the allotments.

There are 6 groups altogether and 17 individual trees, all but three within a group (an ash, a goat willow and a walnut). The survey of all the trees and groups of trees is very detailed and the accompanying drawing clear, and contains not only the mapping but the proposed Root Protection Areas and shade area for each of the individual trees.

The group on the eastern boundary is mainly beech, has good amenity value, but will need regular maintenance. *They say that this is not visible to the public, but it is, if only to walkers on the Bernwood Jubilee Way (the old railway).* The walnut grows close to the beech trees, and has grown asymmetric because of this, but is otherwise in good condition.

The Group (G1) that forms the hedgeline along the Tingewick Road is of good amenity value and will be retained, unless some removal is required by BCC to allow good vision for emerging vehicles. It is recommended that this be kept to a minimum to retain the visual continuity of the feature.

Group G4 will have to be felled to allow the building, but is dense scrub with ivy and bramble. No other trees of note will be affected.

### **Design, Access & Heritage Statement (October 2018)**

Gives a brief description of the proposal; the main addition addresses the first of AVDC's reasons for refusal, but the Structural Investigation goes into more detail, see below. There are two noticeable errors:

Bus services – nowhere does it mention that there is no bus service along Tingewick Road; and “The X80 bus service provides frequent weekday and weekend services to Aylesbury and Milton Keynes”. *The X80 is a one-a-day-each-way Mon-Fri service from MK to Brackley via Buckingham. If this is a typo for the 60/X60, this service does not go to MK on Sundays.*

After a brief history of the railway (temporary station 1850, permanent 1861, this house built 1880): “The building therefore does not appear to have formed part of the main rail infrastructure for the town, nor does it relate to the train station”. *Possibly because it was tied to the post of Goods Yard Manager?* It is also stated that passenger numbers were low and the line was primarily used for transporting milk (which is belied by old photos and maps of the goods yard) and that is why the line was closed in 1966. The milk factory (now the Chandos Road Building) had its own siding.

They would, however, approve of using Station House as the development name, and would be willing to install a plaque describing the history of the railway in Buckingham.

### **Ecological Survey (December 2017)**

(copied from previous report for convenience)

The existing buildings (and some of the trees) might house bats; a summer survey is recommended to look for evidence, so that a Natural England licence can be obtained to demolish if any signs are found. Bat boxes are to be installed.

There is evidence of a rabbit warren on the edge of the site, but no evidence of badgers. Holes will be provided in any fencing or boundary walls to allow wildlife transit.

Protective buffers will be installed round any bird nests before work and left until after the birds have fledged, and the terms of the Wildlife and Countryside Act are noted. New nesting opportunities will be provided in the form of ‘swift bricks’.

Appropriate measures to protect amphibians and reptiles are also listed.

### **Planning Statement (July 2018)**

The access is as existing, and the road will be built to adoptable standards.

24 parking spaces (21 car spaces and 3 disabled bays) are included; *the guidelines for 2-bed dwellings with communal parking are 1 per dwelling + 1 visitor space for every 2 dwellings ie 18 + 9 = 27.*

The various applications for Hamilton Precision, Clarence Park and Tingewick Triangle are listed to prove the acceptability of residential development on Tingewick Road. “Moreover the Local Planning Authority are satisfied that proposals which seek residential development at higher densities is acceptable in this location”. *20 flats at a density of 66dph was not acceptable on the last application, see above, second reason for refusal; 18 on the same area is 59dph. The Tingewick Triangle averages 38, Lace Hill is about 35.*



Page 18 onwards deals with the reasons for refusal:

- Loss of Station House *see Structural Report below*
- Not in keeping with the locality: number of flats reduced and spread over 3 separate blocks no higher than other blocks of flats in Buckingham. More landscaping will be retained.
- Excessive density, insufficient car parking etc. as above, and a comparison made with the Hamilton Precision flats and their nearness to the road. No recalculation of the density is made for 18 flats.
- Does not respect the physical characteristics of the site...urbanising effect...alter views: additional landscaping to be retained; a dilapidated building replaced with a well-designed development; enhanced views across the site.
- Amenity and privacy: amended scheme ensures there will be no harm, particularly to ground floor residents.
- Transport: pedestrian access; swept paths; parking. Transport report has been updated *see below*
- Biodiversity: adverse impact on trees. More trees are to be retained, and there are possibilities for additional planting.
- Surface water drainage: further information required. Drainage report has been updated *see below*
- s106 contributions: applicant agrees contributions for off-site transport, off-site sport & leisure; on-site SuDS

Conclusion: The revised plan fully accords with AVDLP 'saved' policies, the BNDP and NPPF. There are no constraints to the development of the land and the apartments could be delivered in a relatively short period of time.

#### **Protected Species Survey (May 2018)**

No bats in the house, but three species noted in the garden. Bat boxes will be fitted.

No birds nesting. Nest boxes will be installed.

Mouse droppings in the roof spaces.

#### **Structural Investigation and report on the Old Station House (May 2018)**

Good description of the building (original house two floors and cellar early 1860s + 1970s two-storey flat roofed extension). Mains electricity, gas and water (gas-fired central heating). Functional fireplaces in some rooms. Inadequate septic tank discharging to local watercourse. 4 bedrooms and bathroom upstairs, 2 reception, kitchen, utility, storage and WC downstairs. Cellar – single storage area.

The garage and parts of the house contain asbestos.

Roof of the original house is in good repair and does not leak (may have been replaced in 1970s). Loft is insulated. Roof of the extension leaks in several places; much damage to bedroom 4. Its brick walls are also in poor condition and require major repairs.

Fascia and verge boards appear to be in good condition, but in need of decoration. *There is a caveat for most of the woodwork that closer inspection may reveal rot or insect damage.*

Drainpipes on the house are cast iron and in good condition. The extension's are uPVC.

Chimneys require minor repairs and repointing; the rear ones are covered in ivy and may need more substantial work.

External joinery including windows needs replacement, as also stone surrounds to windows and doors. The brickwork is in reasonable condition except where water has leaked in under windows, and possibly where covered in ivy.

Internal woodwork all needs repair and redecoration.

Internal insulation to walls would have to be installed to meet Building Regs., and the plaster replaced.

Wiring and central heating is in excess of 15 years old and needs replacement

Upstairs floors are sound; some loose floorboards in the ground floor, but the joists are good. Stairs are good. Cellar stairs are masonry and in good order and the cellar is dry – but too cluttered to inspect closely.

Conclusion: extension should be demolished. The house could be saved but would need stripping back to the shell and significant work to bring it up to modern standards. Also needed: asbestos removal by specialist contractor, ivy removal and repointing of exterior walls; replacement of stone surrounds to doors and windows; new kitchen and bathrooms; mains drainage. More cost effective to demolish and rebuild than to repair.

### **Surface Water Drainage Strategy (September 2018)**

#### Surface Water

Infiltration was proposed in the previous report; if infiltration tests prove this to be impracticable, an alternative is to discharge via pipework into the ditch on the south side of Tingewick Road “and therefore the responsibility of the Highway Authority”. There will be cellular storage system in the eastern corner to reduce flows to current levels. Parking will be of permeable paving. Small above ground SuDS can be included in the landscaping. Downpipes can be diverted into ‘rain gardens’ \*

\*“A rain garden is a garden of native shrubs, perennials, and flowers planted in a small depression, which is generally formed on a natural slope. It is designed to temporarily hold and soak in rain water runoff that flows from roofs, driveways, patios or lawns.”

#### Foul Water

The previous report recommended a Klargestor system, and so does this; it will be sited at the northernmost tip of the site. The water will be treated to a standard where it can be discharged into a water course. It will be the responsibility of the owners. The nearest public (Anglian Water) sewer is in Westfields.

There are several pages of how to maintain various parts of the system, including the permeable paving. The site should not be prone to flooding.

### **Transport Statement (September 2018)**

Notes the installation of the new roundabout at the bypass end of Tingewick Road, which should address the safety issue (there were 8 collision accidents between 2012 and 2016)..

There is a continuous footpath along the northern side of Tingewick Road into town.

There are isochrone maps for walking and cycling showing 10 minutes walk to the Church or Hunter Street, 15minutes to the bus stand, 20 minutes to the secondary schools and George Grenville, The other primary schools are all outside the 20 minute boundary. The BP M&S is shown as a supermarket (in the 20 min. band). The town centre is within the 5 and 10 minutes cycling limits, Page Hill & George Grenville in the 10minute and Bourton Meadow and Maids Moreton in the 15 minute one. Lace Hill is not marked.

Nearest bus stops are Embleton Way and Moreton Road, both 13 minutes walk. *The former has two buses a day on weekdays, the latter only serves Maids Moreton.* The bus stand is further, of course. The table of services and frequencies is reasonably accurate but does not include the Redline Sunday service to Aylesbury (which replaces the #60).

The access road will have a 2m footpath along its eastern side, and a 1m path on the western (because fewer people will want to walk towards the bypass).

Parking – this document say 24 parking spaces *plus* 3 disabled spaces, which is not what the Planning Statement says (21 + 3). If the former is true, then this meets AVDC guidelines (27).

There will be one cycle space per dwelling (in the eastern corner of the car park, where having car parking along two sides leaves an otherwise unusable square). *Not weatherproof or secure. Residents may prefer to take their cycles indoors.*

Bin collection: each block will have a 1,100litre bin for refuse and one for recycling located within 25m of the building. The swept path tracking shows the wagons only penetrating as far as the hammerhead of the access road, not into the car parking areas.

The calculated trip generation is:

Table 5-2: Residential Trips Modal Split

Mode	No. trips (census)	Mode share	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
			Arrivals	Departure	Two-Way	Arrivals	Departure	Two-Way
Rail	107	3%	0	0	0	0	0	0
Bus, minibus, coach	96	3%	0	0	0	0	0	0
Taxi	18	1%	0	0	0	0	0	0
Motorcycle, scooter, moped	16	0%	0	0	0	0	0	0
Driving a car or van	2502	75%	1	5	6	5	2	7
Passenger in a car or van	158	5%	0	1	1	1	0	1
Bicycle	47	1%	0	0	0	0	0	0
On foot	381	11%	0	1	1	1	0	1
Other	7	0%	0	0	0	0	0	0
<b>Total</b>	<b>3332</b>	<b>100%</b>	<b>1</b>	<b>7</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>9</b>

Regarded as having minimal impact.

KM October 2018

BUCKINGHAM TOWN COUNCIL  
FULL COUNCIL  
MONDAY 19<sup>TH</sup> NOVEMBER 2018

Agenda No. 10

Contact Officer: Mrs. K. McElligott

MAJOR PLANNING APPLICATION (Amended Plans)

17/04668/ADP Land north of A421 Tingewick Road [actually Land north of A421 and both sides of Tingewick Road]

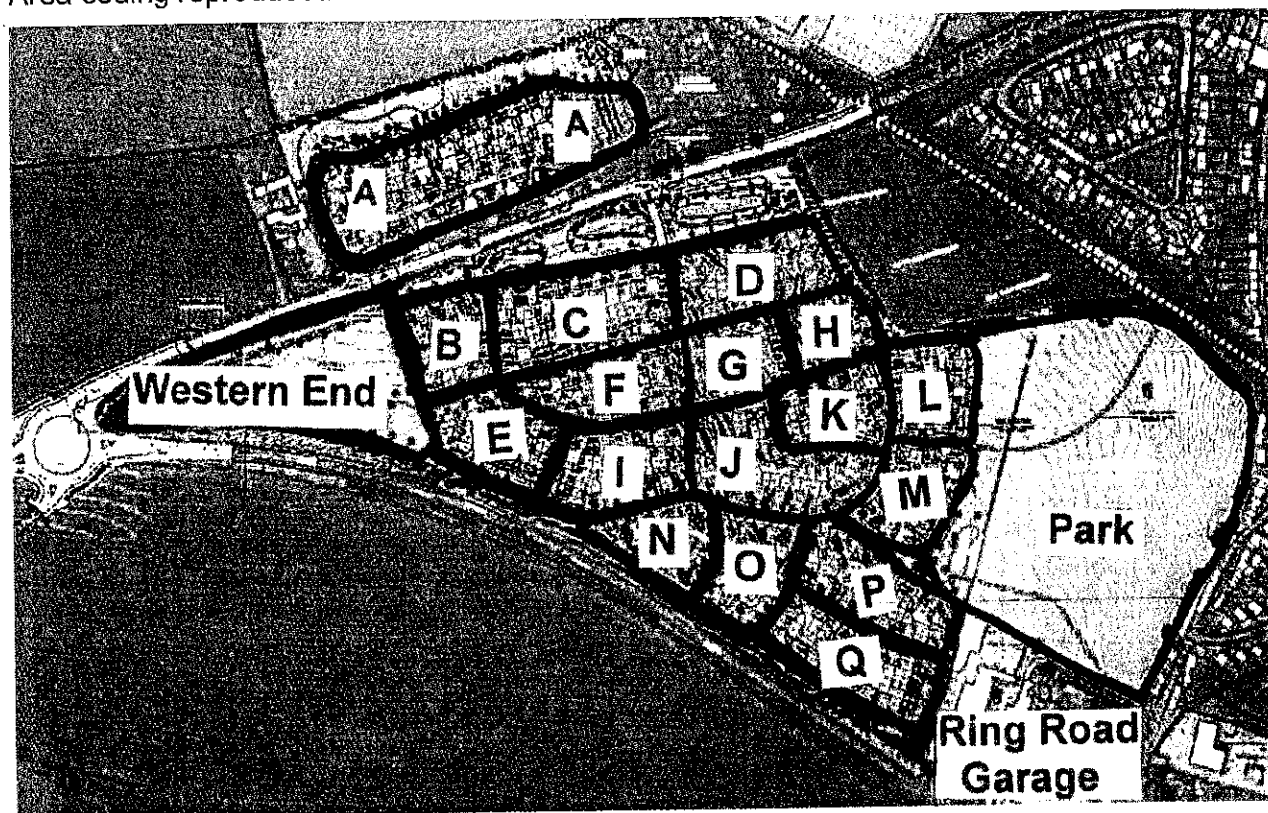
Approval of the details of the external appearance of the buildings, the landscaping of the site, layout and scale for each phase or part of the development together with discharge of conditions 2 (phasing) and 6 (design code)

BDW North Thames

Previous reports:

BTC/51/17	22 <sup>nd</sup> January 2018	Full Council
BTC/68/17	19 <sup>th</sup> February 2018	Interim Council
BTC/86/17	9 <sup>th</sup> April 2018	Interim Council
BTC/24/18	23 <sup>rd</sup> July 2018	Interim Council
BTC/25/18	13 <sup>th</sup> August 2018	Full Council
addendum	}	Full Council
BTC/35/18		

Area coding reproduced for reference



Amended Documents

1. Accommodation schedule Rev V
2. Site Layout Rev V
3. Affordable Housing Plan Rev F
4. Design Code Rev H
5. Regulating Plan Rev A

There is some overlap between the documents so they are considered by subject to avoid duplication.

House types

The AVDC Housing Officer has been asking for more small Sale houses and this has been addressed. However there are now 5 self-build plots proposed on Area A on the Regulating Plan which are otherwise unreferenced.

size	Sale	Change	Affordable	Change	Shared Ownership	Change	Total	Previous total
5 bed houses	22	-10					22	32
4 bed houses	73	-37	7	+5	2	+2	82	112
3 bed houses	102	+5	41	-1	12	-6	155	157
2 bed houses	31	+22	29	-31	19	-4	79	55
2 bed flat	20	+20	5	-2	1	=	26	8
1 bed flat			18	=	0	=	18	18
Totals		248		134			382	382

Parking requirements:

5 bed houses	22 x 3 spaces within the curtilage	66	
4 bed houses	82 x 3 spaces within the curtilage	246	
3 bed houses	155 x 2, at least one within the curtilage	310	
1 & 2 bed houses	79 x 1 in communal parking	79	} total 119
	+ 1 between two visitor spaces	40	
1 & 2 bed flats	44 x 1 in communal parking	44	} total 66
	+ 1 between two visitor spaces	22	

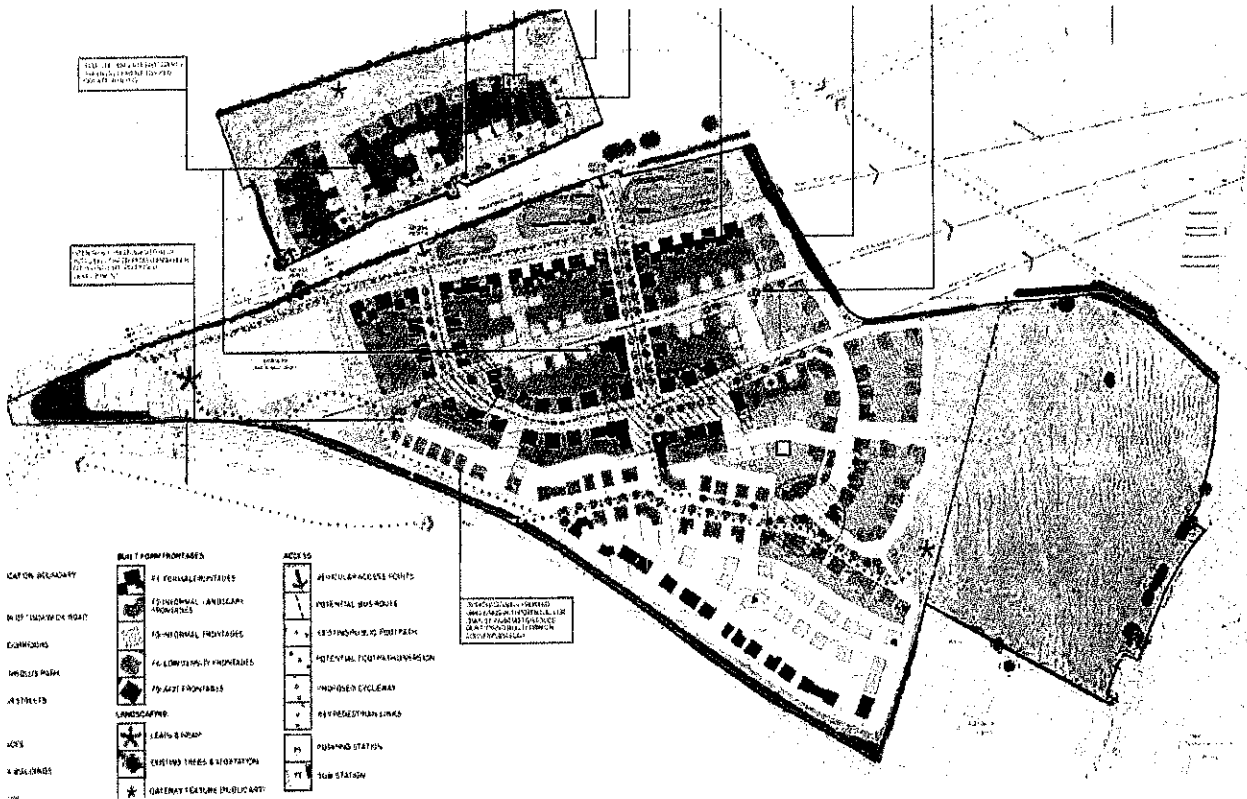
Total for 382 houses and flats = 807 including 62 visitor spaces

I have checked and the parking arrangements are now 816 places in garages and bays (both kerbside and driveway), including 63 visitor spaces. Garages are 6m x 3m.

The Regulating Plan is more of a diagram than a plan. The Site Plan is much more detailed.

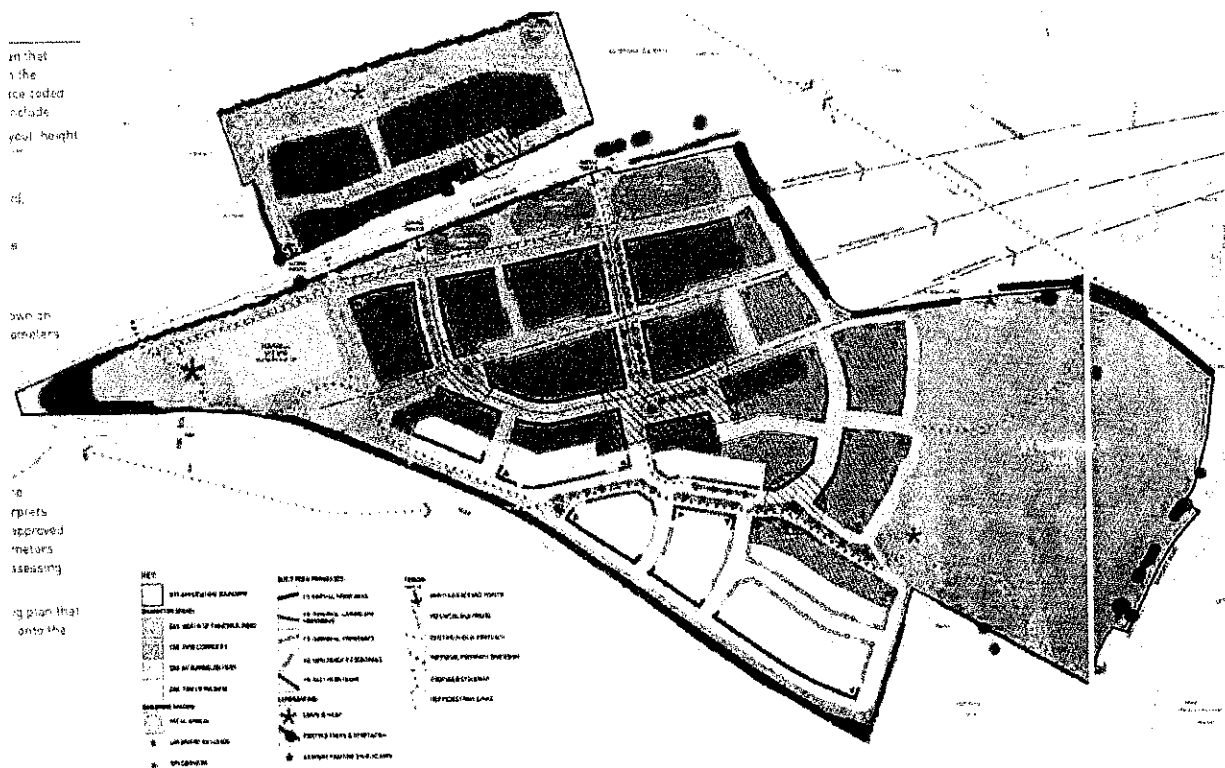
Area A - the road layout has changed;

- 5 selfbuild plots (2 x 2 semis + 1 detached) replace 3 x 2 semis (but this is the only new plan which mentions them) – green with white blobs top right;
- The footpath through the central block from the roadside housing to the LEAP has been lost;
- The Focal Area has been deleted (diagonal hatched circle)
- Substation has been moved from the western side of the access road to within central housing area



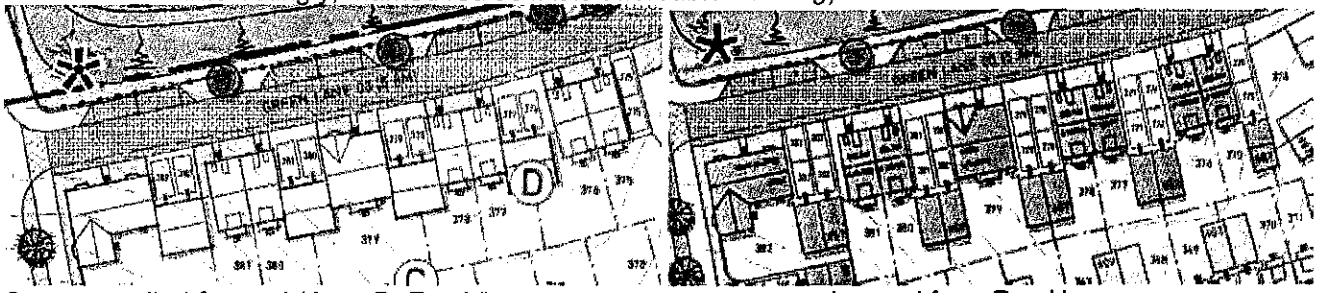
New version ↑

↓ Previous version



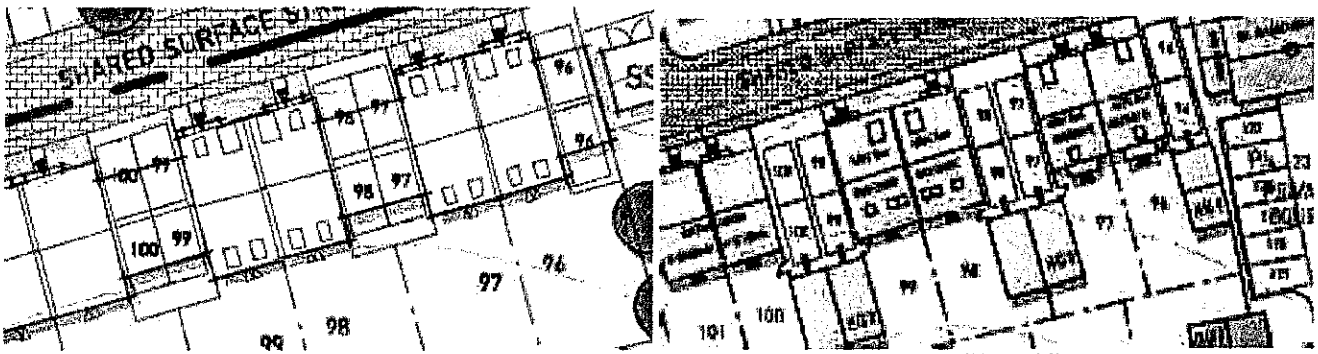
- Areas B/C/D - the houses facing Tingewick Road have had the garages pulled forward to form a link between the houses, losing one drive parking place
- Some frontages further in have 'fly overs' which seem to be pitched roof car ports linking houses, which will take two cars in line, the roof covering half of each
- More landmark buildings marked (orange spots)

- More key corners marked (blue triangles)
- Some streets widened in places to allow for more landscaping
- Substation moved from outside of access road to within central housing area (and, interestingly, marked red as if it is affordable housing)



Garages pulled forward (Area D, Rev V)

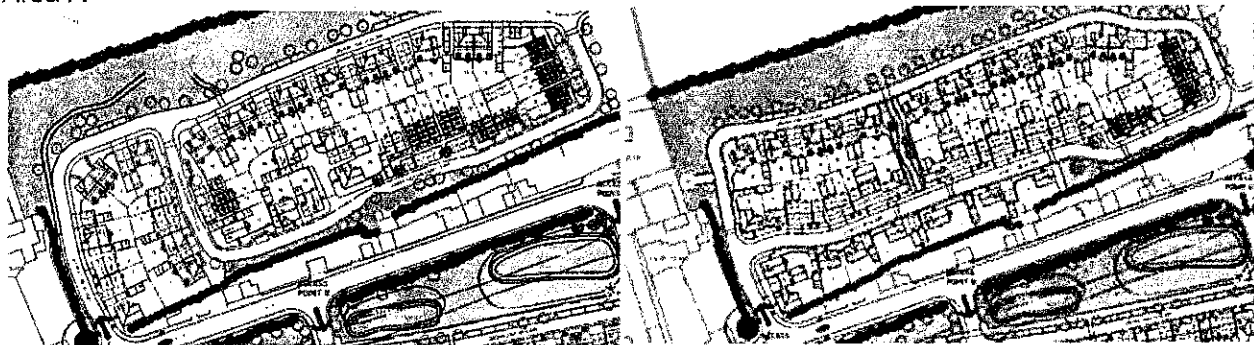
changed from Rev U



'Flyovers' with two car spaces per house (Area E, Rev V) – changed from this (Rev. U)

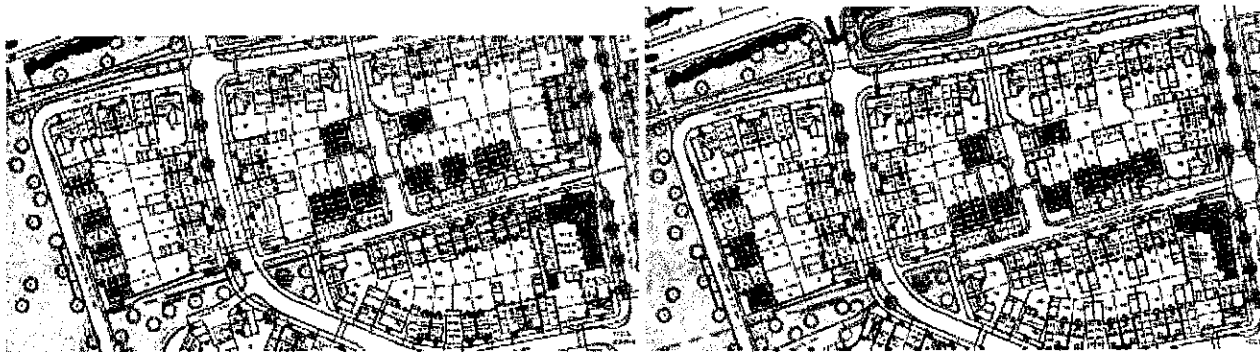
Affordable Housing (blue = shared ownership, red = affordable rent housing)

Area A



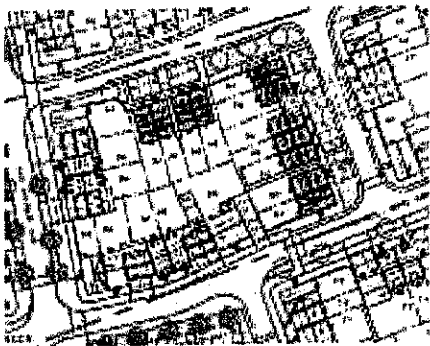
Rev F (Note that this does not mark the self-build plots)

Rev E

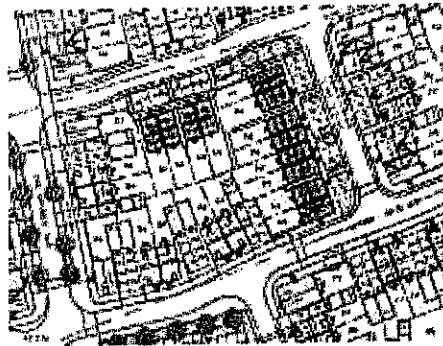


Rev F

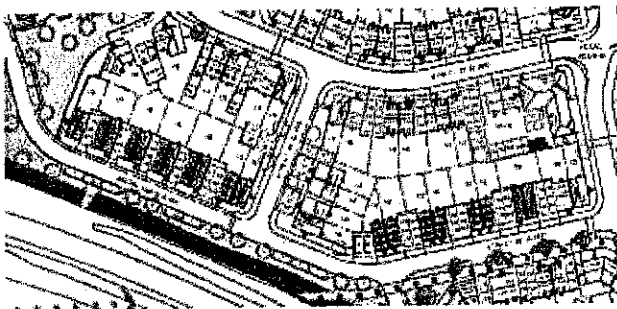
Rev E



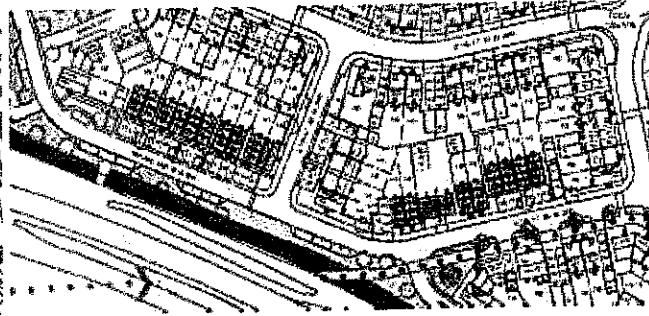
Rev F



Rev E

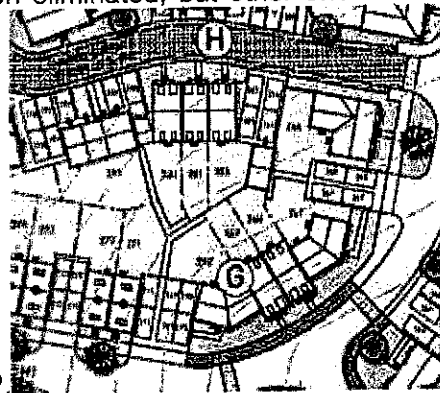


Rev F



Rev E

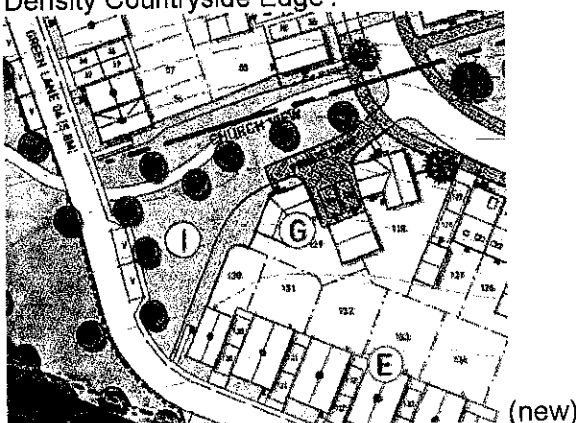
The new pattern in this area replaces terraces of three with pairs of semidetached, so long rear paths to the central one's garden have been eliminated; but other ones elsewhere have been created, including this



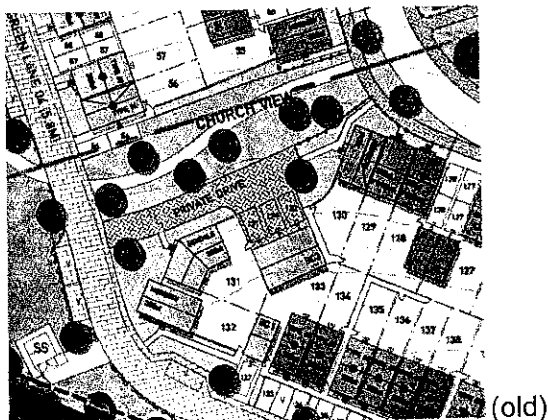
interesting complexity in area P

Some parking courts have been deleted in the western part of the southern area; there are a couple in the south east corner, and the flats all have courtyard parking, at the rate of one space per flat plus 1 or 2 spaces for visitors.

The green space labelled Church View between Blocks B & E has been redesigned as part of the 'Low Density Countryside Edge'.



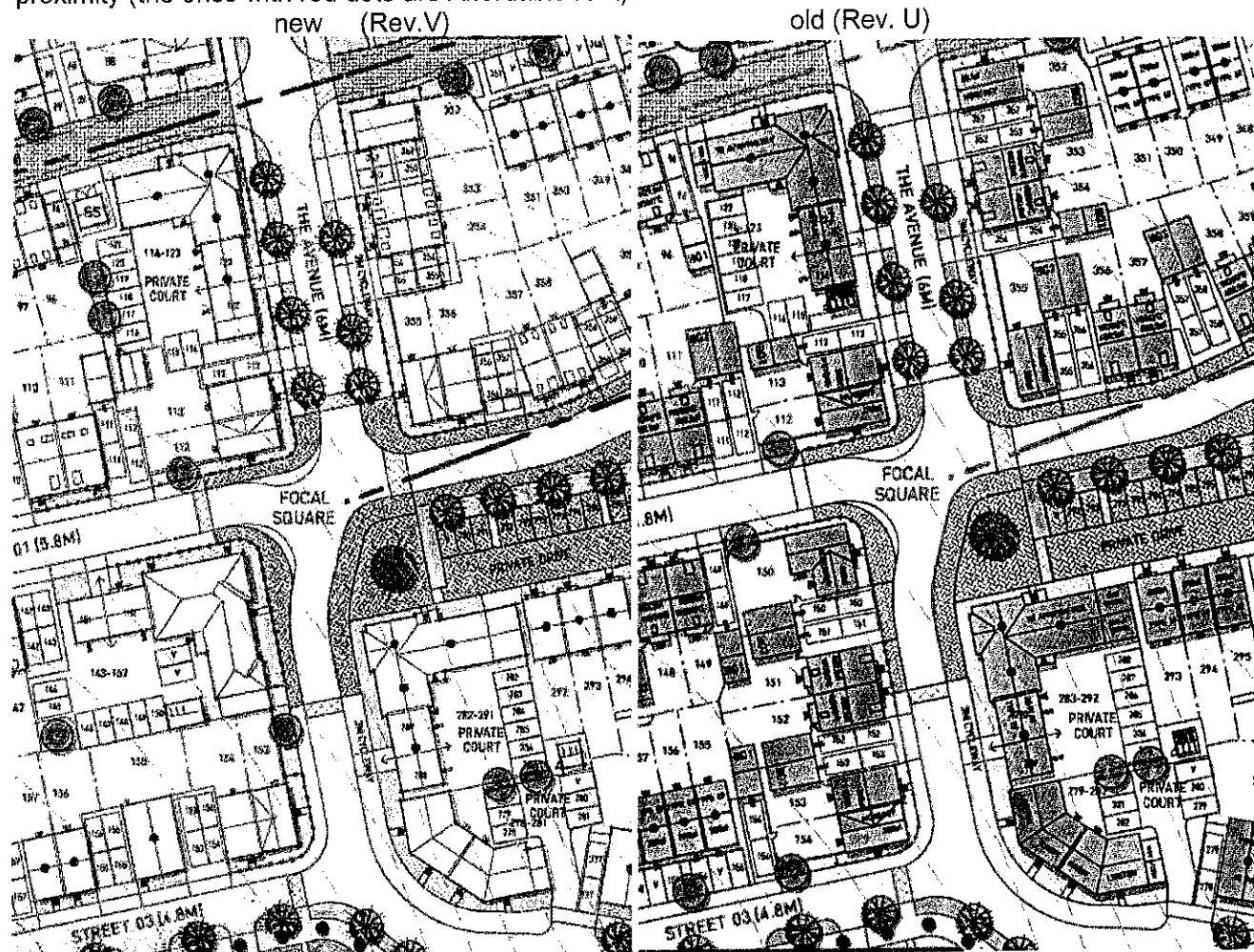
(new)



(old)



A block of sale flats has been added to the south west of the Focal Square making four blocks in close proximity (the ones with red dots are Affordable rent)

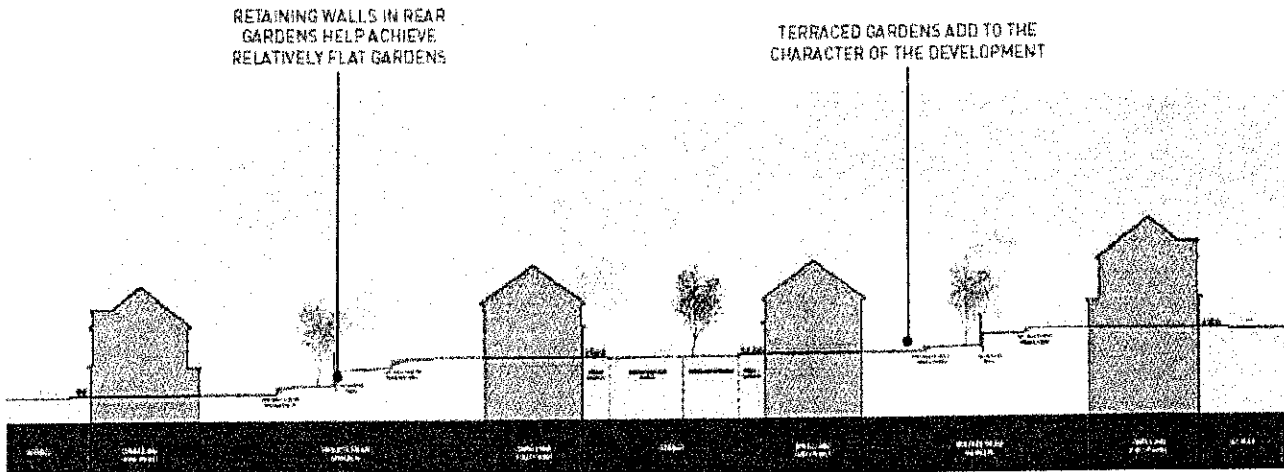


Descriptions in the Design Guide have been expanded – eg in Section 7, Figure Ground (p17), Church Street has 'The variety on set back distances add to the interest of the street and should be replicated in the design proposals', and High Street 'The differing building heights creates a vertical variety that animates a street scene'. The Frontage Typologies explain the benefits of 'flyovers' and pulling the garages forward in a strong street scene.

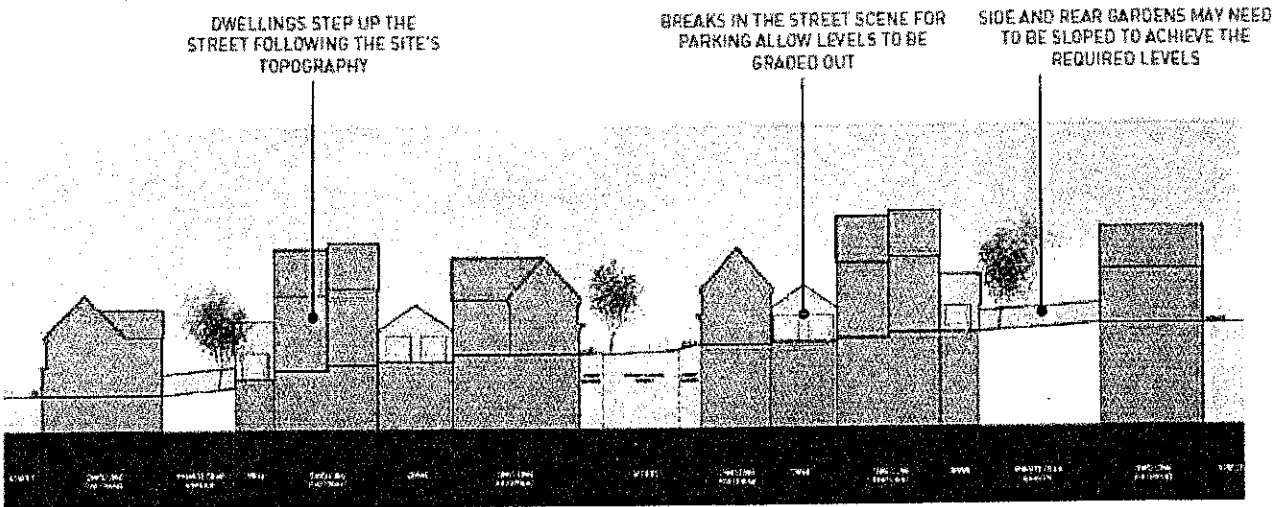
In Area A, 50% of the houses will now have chimneys. Landmark buildings will be 'inspired by the Buckingham vernacular' (this sentence is added to all four Character Areas). The street adjacent to Tingewick Road is Shared Surface and block paved from its eastern to its western junction with the green lane along the field side, and there is more kerbside parking; a new long rear path leads to the rear access to the middle of the new terrace of three Shared Ownership houses. A 'Layout Rationale' has been added (p25). The electricity substation has been moved to the western limb of the Shared Surface street. South of the Tingewick Road, in blocks B, C & D 60% of houses will have chimneys (formerly 40%), and two 'Layout Rationale's have been added (p30), one for the Tingewick Road frontage and one for the 'Internal View Corridors'. The eastern edge areas (K, L, M and parts of D & P) 50% with chimneys (was 30%) and a 'Layout Rationale' added (p35). In the areas facing the bypass (N, O & P and part of E & I) the proportion with chimneys has been raised to 40% from 20% and a 'Layout Rationale' added (p39). The substation has been moved from the western edge (bottom left in the plan at the bottom of page 5) to adjacent to the flats north of the Focal Square.

The site slopes quite a lot, and two new pages (40 & 41) have been added, with a topography plan and illustrative sections, one for crossing the slope and one for parallel to the slope, and an indicative illustration

of how gardens might accommodate this. Other level changes are at back fences (so soil level is higher one side of the fence than the other) to manage a more or less level garden for each house.:



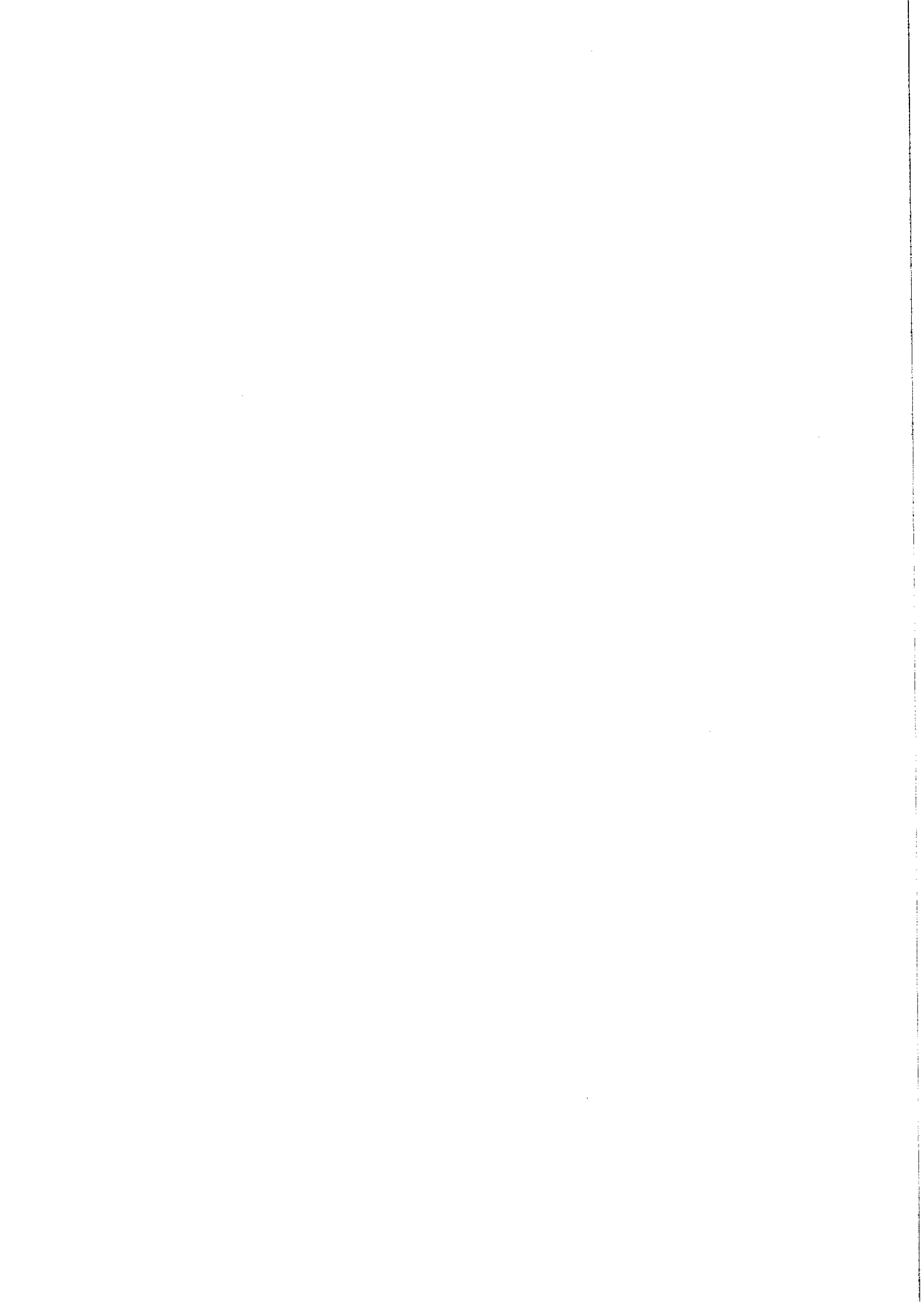
SITE SECTION THROUGH A RESIDENTIAL PARCEL WHERE THE STREET RUNS PARALLEL TO THE SITE TOPOGRAPHY (FOR EXAMPLE, SHARED SURFACE STREET 83 IN CA2)



SITE SECTION OF A STREET THAT RUNS AGAINST THE SITE TOPOGRAPHY (FOR EXAMPLE, THE AVENUE IN CA2)

BELOW: IMAGE OF TIMBER RETAINING FEATURE TO CREATE SPLIT LEVEL GARDEN





**BUCKINGHAM TOWN COUNCIL**  
**FULL COUNCIL**  
**MONDAY 19<sup>TH</sup> NOVEMBER 2018**

**Agenda No. 13****Contact Officer: Mr Paul Hodson, Town Clerk**

## Unitary Council

On 1 November 2018, the Secretary of State for Housing, Communities and Local Government confirmed his decision, subject to parliamentary approval, to implement a new single unitary council for Buckinghamshire to replace all five existing councils.

The full text of his written statement is as follows:

*"In the written statement of 12 March 2018, (HCWS535), my Rt Hon. Friend, the then Secretary of State for Housing, Communities and Local Government (Sajid Javid), told the House that there was consensus amongst the five Buckinghamshire councils that local government across the county should be reorganised, and that two alternative approaches for doing this were being proposed. He announced that he was minded to implement, subject to Parliamentary approval, the locally-led proposal for replacing the current structures with a single new unitary council, and that he was not minded to implement the locally-led proposal for two new unitary councils for the same area. There followed a period for representations.*

*Since then I have received over 3,000 representations, which I have carefully considered along with all other relevant information available to me. I am clear that there is broad consent for change in Buckinghamshire. A survey, conducted by Opinion Research Services of a representative sample of residents, found that 75 per cent agreed with the principle of reorganisation in Buckinghamshire, and overall 87 per cent of the representations made to me supported change. Both proposals made it clear that retaining the status quo is not an option.*

*Having assessed both proposals against the criteria that we announced to the House on 28 February 2017 (PQ 65271), I have concluded that whilst both proposals meet the criterion for a "good deal of local support", only the proposal for a single unitary council satisfies the criteria for "improving local government" and for "being a credible geography" and that in any event the proposal for a single unitary council is better able to meet the criteria overall.*

*The Government's policy – as explained to the House by Ministers on 22 May 2018 (Hansard, Col. 336WH) is that we will not seek to impose top-down solutions on local government; where there is a desire and a thrust for more change and innovation we will look to support those involved, according to the criteria we have laid out. Given the desire and thrust for change and innovation in Buckinghamshire, that the five councils agree that the current structures are not sustainable, and that the locally-led proposal for a single unitary is the only proposal that meets the three criteria, I am persuaded that the right course of action is to establish a new single unitary district council for Buckinghamshire.*

Accordingly, I am today announcing that I have decided to implement, subject to Parliamentary approval, the locally-led proposal to replace the existing five councils across Buckinghamshire – the two tier structure of Buckinghamshire County Council and the district councils of Aylesbury Vale, Chiltern, South Bucks and Wycombe – by one new single unitary district council, and that I have decided not to implement the proposal for two new unitary councils.

Whilst I am clear that the single unitary proposal fully meets the three criteria, I recognise that some have questioned whether such a structure might weaken local democratic engagement at the most local level. To help reassure any who might be concerned on this, I intend to speak with the five councils to determine whether I should modify the proposal before implementing it, in relation to councillor numbers, perhaps providing for three-member electoral wards. I will also expect the new unitary council, and in the meantime the existing councils, to engage with their local communities about the appropriate arrangements for civic representation for towns and parishes. I similarly expect the councils to promote and help support the development of neighbourhood plans, as I consider these can be key building blocks for the successful implementation of change in Buckinghamshire that residents deserve.

In March, the then Secretary of State was clear that, in relation to establishing a single council, further steps were needed to secure local consent amongst the local partners. Further steps have been taken, with Ministers having meetings with council leaders. The great majority of local partners do support the proposal for a single unitary council including the police, the ambulance service, CCG, NHS Trust, Independent Chair of the Adult Safeguarding Board, Thames Valley Local Enterprise Partnership, and Bucks Business First. In addition to enjoying a good deal of local support, I am satisfied that the proposal meets the requirement for local consent set out in the Cities and Local Government Devolution Act 2016.

I now intend to prepare and lay before Parliament drafts of the necessary secondary legislation to give effect to my decision. My intention is that if Parliament approves this legislation the new council will be established on 1 April 2020 with the first elections to the council held on 7 May 2020. I intend to explore with the district councils whether they would like me to make and lay before Parliament an Order to delay for one year the May 2019 local elections in Aylesbury Vale, Chiltern, South Bucks and Wycombe, so as to avoid councillors being elected for only one year if Parliament approves the legislation establishing the new council.

From March 2019 the sunset clause means that the consent provisions in the process we are currently using for reorganisations fall away. In future, any proposal considered under the Cities and Local Government Devolution Act process will require unanimous consent from all councils. Alternatively, I may issue a formal invitation for proposals, and the specific circumstances in which I would do so will be set out in due course.”

### **What Happens Next**

As set out in his statement, The Secretary of State will be holding discussions with all five councils around whether there should be any modifications to the original single unitary proposals, particularly in terms of councillor numbers (i.e. should there be an increase from 98 to 147). In addition, he will clarify arrangements regarding delaying the local elections scheduled to take place in 2019, including the postponement of town and parish council elections until 2020.

Following these discussions, the Secretary of State will then lay the necessary legislation in Parliament to implement his decision. It is anticipated by the County Council that this will be in the form of a Structural Change Order (SCO), the effect of which will be to abolish the County Council and the four district councils on 1 April 2020, and to establish in their place a new single unitary council. The Order should also confirm the governance arrangements for the transition to the new council, including the membership of a joint executive (elected members from across all existing councils) and a senior officer implementation group (Chief Executives from across the existing councils, plus supporting officers).

The County Council has restated its commitment to regular communications for residents; key partners and stakeholders, including town and parish councils.

#### Implications for Buckingham Town Council

There will be a number of significant impacts on Buckingham and the Town Council. The business case for a single unitary, which will now be implemented, included a number of commitments:

**Community Boards;** an upgraded version of the current LAFs, these would also taken on Delegated Decision-making powers on behalf of Unitary Council, have a budget of around £100,000 for local projects, carry out Scrutiny of local service delivery, be a Consultee on all significant council service changes impacting on area and have dedicated officer support. The business case includes a suggested boundary, although this would be subject to consultation. For Buckingham, this would include the Town Council and 22 smaller parishes – a reduction from the current 35. It is likely that the Community Board would be a sub-committee of the unitary council, which would enable it to take on significant powers.

**Devolved Services;** the business case outlines a new devolution offer for individual town and parish councils. The overall approach will be to have a dialogue with each interested council on the respective business case for a deal. Key considerations could include:

- Evidence of the benefits to the local community
- Cost neutral overall for Buckinghamshire Council
- Enable more local decision making and budget setting

Buckingham Town Council has previously been involved in discussions about potential lists of assets and services that would warrant discussion.

The business case also mentions the possibility of further support for town and parish councils in taking on services and assets. A devolution offer *could* therefore be accompanied by investment in a capacity building programme tailored to the individual circumstances - including training and development, officer capacity and governance advice.

**Area Planning Committees;** there will be five of these. Two of these would cover the current Aylesbury Vale area; to be called Aylesbury North West and Aylesbury North East. The Area Planning Committees would carry out many of the functions currently carried out by district council planning committees, as well as determining planning decisions which the county council currently takes on issues such as the approval of school building extensions. A limited number of decisions would be reserved to a county-wide strategic planning committee. These would be decisions with wider strategic implications or a significant impact beyond a specific local area – such as planning applications for a large-scale major development (defined by the Ministry for Housing, Communities and Local Government as those of 200 houses or more).

The unitary business case did not make mention of devolving any additional planning powers to town and parish councils. However recent examples such as work Hornchurch have demonstrated that this is possible. This may be something the Town Council will want to add to discussions regarding the unitary council.

### **Buckingham Background**

When the Town Council was formed following local government reorganisation in 1974, the initial remit of the Town Council was limited. There was (and remains) no difference in the remit of the Town Council to that of Parish Councils, beyond civic traditions such as the role of Mayor.

Over time the Town Council has taken on a range of services and assets from both Aylesbury Vale District Council and Buckinghamshire Town Council. These have included Bourton and Chandos Parks, the cemetery (along with the role of burial authority), Lace Hill Community and Sports Centre (with playing fields), Buckingham Community Centre, devolved urban transport services, Ken Tagg Play Area, Shopmobility, and running of the markets. In addition, the Council has taken on the Tourist Information Centre from Tourism South East.

Providing these services and facilities now takes a significant proportion of the Town Council's budget and management time. Councillors have decided to take these on for the benefit of residents. Managing them together does enable Councillors to direct how services are run, charges are set and work is prioritised.

The new offers from the forming unitary council may provide a substantial opportunity for the Town Council to increase this portfolio, and to access up front funding and support along with ongoing revenue budgets to maintain and provide them. There may be other opportunities to extend the Town Council's responsibility and influence over planning decisions.

### **Next Steps**

It is likely that little will happen before the Parliamentary Orders are laid in January 2019. It may well be that it then takes the five councils some time to clarify their approach to implementing the new council, including in areas such as establishing the proposed Community Boards and making arrangements for further devolution. It is also likely that the unitary announcement and subsequent change process will lead to changes in staffing, uncertainty and reduced capacity within the County and District Councils. Experience with taking on the last set of devolved services from the County Council, in 2015, has shown that it is often just not possible for the County (or District) Council to provide detailed figures for the cost of providing services in Buckingham, where budgets are often set on a much wider geography.

If Buckingham Town Council is to achieve the best result for residents from any negotiations about taking on further assets or services from the District or County Council / the new unitary council, then the Town Council will need to make its own arrangements to explore the viability of each option and to draft business cases where appropriate. It is likely that councils which are prepared to be pilots and work with the five councils now to develop a local solution will have the best chance to access pump priming funding and practical support.

**Recommendations**

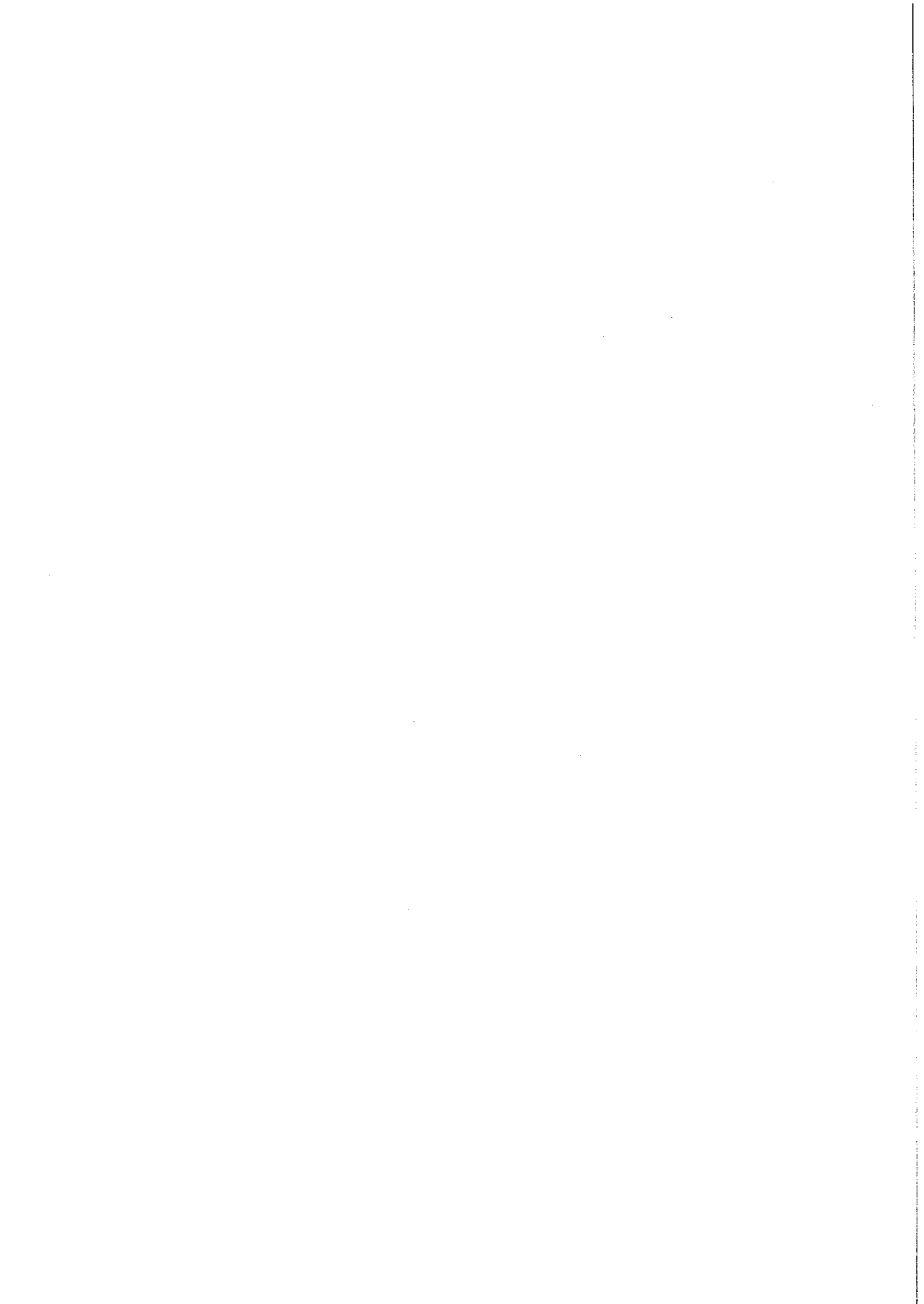
Given the breadth and significance of the opportunities raised, it is proposed that in the first instance the Town Council holds a workshop for Town Councillors during early December. The workshop would give Councillors the opportunity to be briefed more fully on the available information, and then to consider the principles the Council would want to adopt in negotiating with the forming unitary council / the current Councils. The workshop would also review a proposed project plan for the Town Council's approach over the next year.

**Background Papers**

<https://www.parliament.uk/business/publications/written-questions-answers-statements/writtenstatement/Commons/2018-11-01/HCWS1058/>

<http://futurebucks.co.uk/business-case/>





**BUCKINGHAM TOWN COUNCIL**  
**FULL COUNCIL**  
**MONDAY 19<sup>TH</sup> NOVEMBER 2018**

**Agenda No. 14****Contact Officer: Mr Paul Hodson, Town Clerk**

Buckingham University awards a variety of prizes at Graduation which allow the University to recognise academic excellence and the contribution individual students make to the University as a whole. Many of the prizes have been donated by supporters of the University as well as Buckingham alumni. Prizes are awarded annually. All of the current prizes relate to academic achievement.

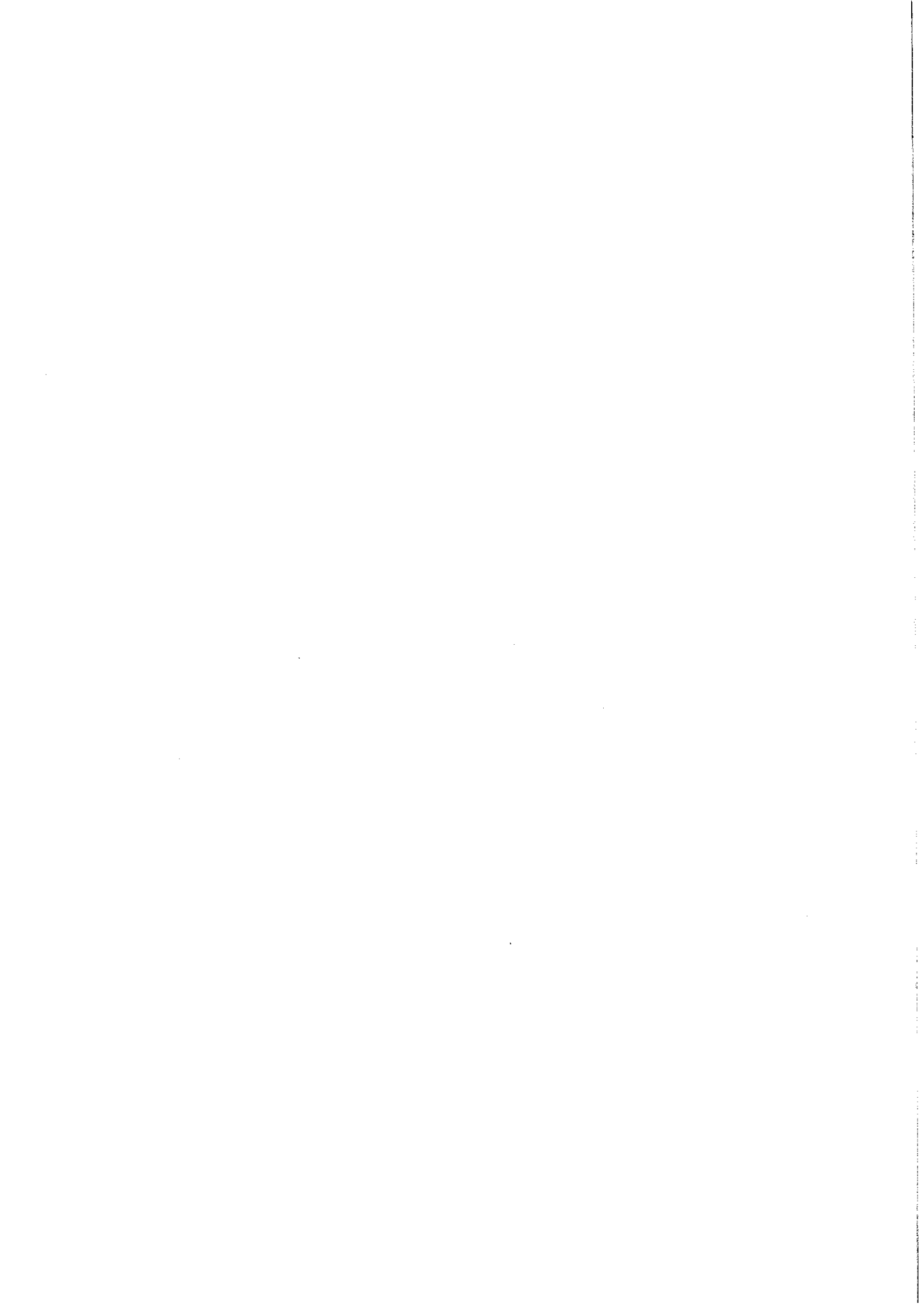
The Pontio Group have discussed the opportunity to encourage students to make a wider contribution to the town during their studies. One way to promote students' activities which benefit the community and are outside their academic requirements would be to provide a prize for each of the six business schools at the university to recognise contributions to the town.

It is proposed that the Town Council enables an annual prize of £25 to be awarded to a student from each Business School, to be called a "Civic Engagement Award", at a total annual cost of £150. The six Business Schools are Business, Dentistry, Humanities, Law, Science and Medicine. The criteria for the award may include voluntary work undertaken outside of academic studies.

The Town Council would award the University a grant for £150 under as a s137 arrangement which would be given as a grant to the University to use to assist students in their community initiatives.

**Recommendation**

It is recommended that the Town Council award Buckingham University a grant of £150 under as a s137 arrangement to use to assist students in their community initiatives.



**AYLESBURY VALE TRANSPORT USERS GROUP**  
**MINUTES OF MEETING HELD ON 11<sup>TH</sup> SEPTEMBER**  
**2018**  
**AT THE BUCKINGHAM COMMUNITY CENTRE**

- 1. Present – Colin Higgs – CH(Chairman and Aston Abbotts PC), Andy Huxley -AH(Vice-Chairman, Secretary, AVDC/Aylesbury Town Councillor), Geoff Aldridge – GJA(Treasurer/Wingrave), Graham Aylett – GA(AOTRA), David Child – DC(Bucks Society), Janet Davis – JD(North Marston), Janet Gowin – JG(North Marston), Ed Grimsdale – ED(Buckingham), Jon Harvey – JH(BTC), David Horseler – DH(BCC Transport Officer), Celia Jones – CJ(North Marston), Robin Stuchbury – RS(AVDC/BTC Councillor), Rosemary Stuchbury – RTS(Tingewick PC).**
- 2. The Chairman welcomed all to the meeting.**
- 3. Apologies were received from Liz Bendall, Trish Cawte, Andy Clarke, Bronwen Lee, Graham Oliver, Mary Oliver, Rachel Webb and Warren Whyte.**
- 4. The minutes of the last meeting held on 5<sup>th</sup> June 2018 were approved and signed by the Chairman.**
- 5. Matters arising – 167 route regarding problem with low bridge. DH reported that new operator only using single decker buses. Concerns were raised regarding road closures – No service into Preston Bissett because driver could not get into the village. JH talked about having an evening meeting once a year. RS suggested Aylesbury as the venue. It was agreed that this would be the better option because of transport accessibility.**

**6. Chairman's report – Nothing to add.**

**7. Secretary's report – AH reported that he had spoken to the Hospital regarding the possibility of updating the system in notifying patients of locations relating to bus services etc. AH had received a letter confirming this and also a telephone conversation with Paul Garrett who is the Interim Divisional Chief Nurse for Surgery. He said that if someone was not on email they would get a letter along with a visitor's informal letter. This should improve the system. AH had received a complaint about trying to contact customer services at Arriva. AH after receiving the complaint rang them and gave up after 20 minutes. DH would look into the problem. Warren Whyte had apologised for the meeting but asked if we could mention the BART Community Transport Pilot. This is designed to help elderly social groups, sports teams and other community groups to have access to transport and prevent social isolation in our community. They are looking for more drivers to expand the service. Any further details – Ashley Waite – 07977 401548. JH asked whether the bus could also be used for library purposes. This to be looked into.**

**AH had received notification of changes to certain services in Aylesbury Town. DH had passed these out to the Town Council. The 4/14/11/11A and 50 were the main ones affected. There were concerns from residents of Bedgrove regarding changes to the No. 8 service. The change has made a difference to some elderly users. DH to go back to Arriva. AH had received correspondence from Liz Bendall of the Tring Bus Users' Group in respect to the 500 service which originally was a 20 minute but had**

**gone back to a 30 minute service. DH reported that the route was not viable as it was. Liz had also Route of 112 indicated that she had tried to contact Arriva without success.**

- 8. Treasurer's report - GJA reported that we had £449.32 in the bank. RS said that Paul Hodson had taken over as Clerk to the Buckingham Town Council. Grants were available.**
- 9. Bus Matters - GA raised the situation with the 50 bus. This had been rerouted causing other problems. Other buses included 61/164 CH Elm Farm? DH indicated that in many situations because there was no cost to BCC and a commercial decision by Arriva then BCC had no powers in dictating the routes. EG reported problem with the X5 to Oxford and problems with the tail lift being broken which had been seen before. He had seen family with handicapped child after a long day encountering problems. Concerns about parking at the bus station. 1250 Chesham to Amersham? EG Problems with surface in bus station. Larger buses causing damage. Concerns for handicapped with buses parking away from the kerb at both MK and Buckingham. CH 112 Thame - Ford/crossing. Bishopstone to Bugle Horn? Queries re. the route. JD raised the subject again about drivers switching off engines in bus station. It was thought that there had been some sort of improvement. Engines to be switched on 1 minute before leaving. GA Notice? EG How often is the air quality measured? It would appear that it is not too often.**
- 10. Train Matters - GJA indicated that in the main the service of Chiltern Railways was very good and if trains were more than 15 minutes late**

**there were compensation packages available. With nobody representing Chiltern Railways at the meeting there was nothing else to report.**

- 11. AOB – It was hoped to have an evening meeting sometime in the new year possibly before the next Buckingham meeting. AH to report back. There was nothing more to discuss.**

**The meeting closed at 12.20pm.**

**The next meeting will be held in Aylesbury.**

**AYLESBURY TOWN COUNCIL, TOWN HALL, 5  
CHURCH STREET, AYLESBURY HP20 2QP 14.00 –  
16.00hrs.**

Action Item	Minute No.	Action Required	Action Taken	Result
A	405/17	Sign posting to Cornwall Meadow Toilets	AGREED to install two additional finger post signs directing people to the toilets.	Signs being installed November 2018
B	712/15	Community Land Trust	Proceed with interest and advertising for local interest	Longterm
C	384/18	Screens in the Council Chamber	Proposed by Cllr. Hiron, seconded by Cllr. Ralph and unanimously AGREED for the Town Clerk to report back on advancing the purchase of large presentation screens for the Council Chamber	



