



# BUCKINGHAM TOWN COUNCIL

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Town Clerk: Mr P. Hodson

INTERIM  
FULL COUNCIL

Wednesday, 19 February 2020  
Councillor,

You are summoned to an Interim meeting of Buckingham Town Council to be held on **Monday 24<sup>th</sup> February 2020 at 7pm** in the Small Committee Room, Lace Hill Sports and Community Centre, Catch Pin Street Buckingham MK18 7RR.

*Paul Hodson*

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. Proposed Development Part M of the BNDP, Brackley Road**  
To receive a presentation from Ms. H. Orton
- 4. Major Planning Application**  
20/00510/APP Land to the west of Moreton Road and Castlemilk  
Erection of 130 dwellings, associated access and parking, landscaping and amenity space and the change of land from agriculture to use as sports pitches/recreational open space and informal open space  
*Armstrong [for Bellway Homes Ltd. And Avenue Farms Ltd.]*  
*This application was found on the AVDC website when the Planning Clerk was doing a final check for the Planning agenda on 18/2/20; it had not been notified in the usual way and the response date is 13th March.*  
*The Planning Clerk has prepared a sketch outline, attached, and will continue work and circulate a fuller report by email before the weekend.* [IM/170/19](#)
- 5. Healthcare Development** [IM/171/19](#)  
To receive a written report from the Town Clerk
- 6. Display Screen Stand** [IM/172/19](#)  
To receive and discuss a written report from the Town Clerk

Buckingham



Twinned with Mouvaux, France



Members are reminded when making decisions that the Public Sector Equality Duty 2010 requires Members to have due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct that is prohibited by the Act, advance equality of opportunity between people who share a characteristic and those who don't, and to foster good relations between people who share a characteristic and those who don't.

All Committee documents can be found on the Buckingham Town Council's website. Alternatively, the Clerk send you a copy of any minutes, reports or other information. To do this, send a request using the contact details set out above.

**7. Chairman's Announcements**

**8. Date of next Meetings:**

Full Council

Monday **16<sup>th</sup> March 2020**

Interim Council

Monday **20<sup>th</sup> April 2020**

To: All Councillors

**BUCKINGHAM TOWN COUNCIL**  
**INTERIM COUNCIL**  
**MONDAY 24<sup>th</sup> February 2020**

Contact Officer: Mrs. K. McElligott, Planning Clerk

Application 20/00510/APP Land West of Moreton Road and Castlemilk  
 Erection of 130 dwellings, associated access and parking, landscaping and amenity space  
 and the change of land from agriculture to use as sports pitches/recreational open space  
 and informal open space  
*Bellway Homes Ltd and Avenue Farms Ltd.*

### **Background**

The previous application - 14/02601/AOP - had a virtually identical description; but Members should note this is a regular APP application, not an AOP, and the 'address' is a compromise on the previous options of 'Land off Moreton Road' and 'Land west of Castlemilk', and its Planning History does not therefore include Phase I 06/01809/APP (200 houses, on the land between Bradfield and the lane to Park Manor Farm) or Phase II 13/01325/APP (80 houses between Phase I & the Rugby Club). Phases 1 & 2 occupy the AVDLP site BU.1 which was allocated 200 houses, so this has already been exceeded. Despite a considerable list of concerns and criticisms, from BTC and many residents, AVDC approved the application (and have subsequently reinstated the site as developable in VALP - BU043). The decision was appealed and the appeal dismissed. The Secretary of State was asked to call it in and overturned the approval, using the BNDP policies as reasons (with special reference to the absence of a current Local Plan) because the site was outside the Plan Area and the Plan made sufficient allocation [*by 2015 standards*] for additional housing on agreed sites, so the application was contrary to policy HP1, and, not being a windfall site, HP7. "The Secretary of State therefore concludes that there are no material considerations that indicate the proposal should be determined otherwise than in accordance with the development plan" (¶ 40). The Secretary of State's decision is not on the AVDC website, and the application is still marked 'Awaiting decision'. The Planning Inspector's dismissal of the appeal is on the website. The dates on AVDC's website do not make sense anyway; the decision date is recorded elsewhere as 7/10/16; but the appeal was lodged on 27/5/16 and the Secretary of States' decision was 20/7/17  
 In essence, as VALP has not yet been 'made', the BNDP is still the operational Plan, so the situation is unchanged, except that AVDC has a 5-year supply of building land on a firmer basis than before.

Documents on the website (large documents and drawings have been ordered from AVDC):

1. Arboricultural Impact Assessment	34pp
2. Design & Access Statement	56pp
3. Ecological Appraisal	61pp
4. Flood Risk Assessment	88pp
5. [ <i>Built</i> ] Heritage Statement	21pp
6. Landscape & Visual Impact Assessment Addendum	86pp
7. Planning Statement	110pp
8. Specification and Maintenance Plan [ <i>Rugby Pitches</i> ]	23pp
9. Sustainability and Energy Statement	23pp
10. Travel Plan (Phase 1, 2 & 3)	73pp
11. Written Scheme of Investigation for Trial Trenching	46pp

Drawings:

12. Adoption Layout PL-06
  13. Amenity Check PL-07
  14. External Works Details DET1
  15. House Type Planning Drawing Double Garage HT-GAR-01, HT-GAR-02, HT-GAR-03
  16. House Type Planning Drawing Bin & Cycle Stores HT-BN&CYL
  17. Landscape Strategy
  18. Materials Layout PL-05
  19. Parking Schedule Rev A
  20. Planning Layout PL-03
  21. Planting Plan Overview 5440.PP.4.0
  22. Planting Plans 1 – 8 [*sections with details*] 5440-PP4.1, .2 etc
  23. Playspace Plan
  24. Private and Affordable Housetypes
  25. Rugby Pitch Design
  26. Site Location Plan PL-01
  27. Site Sections
  28. Street Scenes
- 

Consultee comments from BCC Rights of Way are also on the website

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*Members are asked to note that for speed, notes based on the Design & Access Statement only are being circulated with the agenda; a fuller report will follow by email.*

All the documents are dated January or February 2020, but show evidence of cut-and-paste from the earlier submissions.

P6. The site is 11ha including the rugby pitches and playground area, so the calculation of housing density (30 dph) is based on the built area only, not the whole site

P10 “The site is sustainably located, with a range of travel choices, including bus, foot and cycle, within proximity of the site. Footpath BUC 33/1 runs along Whitehead Way and Rogers Way, northward through Buckingham Rugby Union Football Club to Maids Moreton, providing pedestrian links to Buckingham town centre in the south and the wider countryside and footpath network.

A number of bus stops are located within proximity of the site; bus services including the 151 pass along Moreton Road providing sustainable links to Buckingham and further afield. . Additional bus services, including the X5 and 32, are available within Buckingham town centre, approximately 1.2km south of the site (an approximate 15-minute walk).”

Given that Footpath 33 is realigned to follow Whitehead Way towards the Moreton Road and town centre this is ingenious. Also the 32 bus route hasn't existed for years, and the accompanying bus route map (p.11) does not show the actual route of the X5 (to and from the bypass via the Stratford Road) or the 151 (which is not the most convenient service for new residents as it goes from Akeley to Thornborough and back, twice a day, via Western and Overn Avenues, the town centre and Tesco, Bourtonville, Badgers, Linden Village and Page Hill)



Previous application



Current application

*There are slight changes in the layout, but access is still from Shetland (N) and Lincoln (S), with pedestrian access from Bradfield Avenue*

P12. Members can judge for themselves the accuracy of the following:

“3.3. Local facilities The site is well located within proximity of a wide range of local amenities, including a newsagents, bank, garage, butchers, bakers, petrol station and convenience store all located within 3km of the site. The nearest supermarket is Tesco, located approximately 2.9km south of the site.

There are a number of schools within proximity of the site, including five primary schools within 1.6km of the site, the closest of which is Maids Moreton School, 0.6km to the north east. Five secondary schools can be found within 5km of the site including Buckingham School, located 1.6km south of the site.

Buckingham town centre provides an extensive range of shops, food outlets, cafes and healthcare facilities. A number of recreational facilities close to the site including fitness centres and a swimming pool. Further afield, there is a riding school, tennis courts and bowling centre. Buckingham town centre also benefits from a number of parks and green spaces including Chandos Park, Bourton Park and Verney Park. Bourton Road Allotments are located approximately 1.6 km south of the site.”

The Amenities map on p.13 does show Waitrose, Lidl and Aldi as well as Tesco, but includes (with the same symbol) the M&S at the BP station, the Tesco in Market Hill and the

Sainsbury's at Chandos Road, which are hardly in the same league, and ignores the shop in Overn Avenue which – if considering corner shops in the same league as supermarkets – is the nearest to the site.

The 'Leisure facilities' marked ignore the playground and cricket pitch at Maids Moreton, though include the Village Hall, and the rest are Lace Hill, the Swan Pool, the Athletic's Ground (but not the Tennis, Bowls, Cricket or Rugby Clubs) and all or any of the playgrounds. Verney Park is apparently similar to Bourton & Chandos Parks, and is not marked as a University site.

P15 shows Phase II as a 'site for housing Recently Planning Approval' when it has been built out (by this applicant) and occupied long enough for residents to consider the accommodation inadequate and require extension or alteration.

Housing is to be brick and tile in the main, and most of the roads (except for 3 'private drives' are intended for adoption. Only the spine road will have pavements, the others are planned to be Shared Surface streets. Parking is mainly on-plot, at the side of the dwelling, with visitor parking at the road side and along the edge roads.

The proposed accommodation mix is

- 1 bedroom dwellings – 4
- 2 bedroom dwellings – 30
- 3 bedroom dwellings – 62
- 4 bedroom dwellings – 29
- 5 bedroom dwellings – 5

But further reading is necessary to establish how many of these are Affordable.

Between the rugby pitches and the hedges along the northern and western boundary will be a LEAP and a NEAP and a 'kickabout' area. Not all of the equipment suppliers shown are on the BTC 'acceptable' list if Members are minded to take on these play areas. It means that all the play space is to the northern end of the whole development (the other one is within the Phase II boundary)



*Access points and position of the playgrounds (including that in Phase II) and rugby pitches* Some trees, rated as being of B quality

– ‘unremarkable’ will have to go. The big oak on the boundary is to be retained. Some groups of trees and three hedgerows are rated ‘of moderate value’ and ‘may readily be replaced’.

**Traffic:**

P.22 “Key junctions in the vicinity of the proposed development have been assessed to determine the impact of vehicle trips generated by the development. These include the two junctions formed by Whitehead Way and Moreton Road and the two town centre mini-roundabouts formed by Moreton Road/Stratford Road/Market Square and Bridge Street/West Street/Market Square. The assessment of the junctions at Whitehead Way/Moreton Road demonstrates that the predicted traffic volumes generated by the development would not cause either any queuing or delay problems in the vicinity of the Site. The assessment of the roundabouts within the town centre shows that the increase in RFC as a result of the proposed development is negligible and is not severe in the context of the National Planning Policy Framework (NPPF).”

A more comprehensive consideration of the Traffic Plan is not possible at present.

KM

18/2/20

**BUCKINGHAM TOWN COUNCIL**

**INTERIM COUNCIL**

**MONDAY 24<sup>th</sup> February 2020**

Contact Officer: Mrs. K. McElligott, Planning Clerk

Application 20/00510/APP Land West of Moreton Road and Castlemilk  
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**Background**

The previous application - 14/02601/AOP - had a virtually identical description; but Members should note this is a regular APP application, not an AOP, and the 'address' is a compromise on the previous options of 'Land off Moreton Road' and 'Land west of Castlemilk', and its Planning History does not therefore include Phase I 06/01809/APP (200 houses, on the land between Bradfield Avenue and the lane to Park Manor Farm) or Phase II 13/01325/APP (80 houses between Phase I & the Rugby Club). Phases 1 & 2 occupy the AVDLP site BU.1 which was allocated 200 houses, so this has already been exceeded. Despite a considerable list of concerns and criticisms, from BTC and many residents, AVDC approved the application (and have subsequently reinstated the site as developable in VALP - BU043). The decision was appealed and the appeal dismissed. The Secretary of State was asked to call it in and overturned the approval, using the BNDP policies as reasons (with special reference to the absence of a current Local Plan) because the site was outside the Plan Area and the Plan made sufficient allocation *[by 2015 standards]* for additional housing on agreed sites, so the application was contrary to policy HP1, and, not being a windfall site, HP7. "The Secretary of State therefore concludes that there are no material considerations that indicate the proposal should be determined otherwise than in accordance with the development plan" (¶ 40). The Secretary of State's decision is not on the AVDC website, and the application is still marked 'Awaiting decision'. The Planning Inspector's dismissal of the appeal is on the website. The dates on AVDC's website do not make sense anyway; the decision date is recorded elsewhere as 7/10/16; but the appeal was lodged on 27/5/16 and the Secretary of States' decision was 20/7/17

**Recommendation**

In essence, as VALP has not yet been 'made', the BNDP is still the operational Plan, so the situation is unchanged, except that AVDC has a 5-year supply of building land on a firmer basis than before. The submission is virtually silent on the existence of the Neighbourhood Plan (documents drawn up for the 2014 application before the Plan was made have not been updated to include it or its policies, new ones ignore it) so if Members are minded not to comment in detail, at the very least the current supremacy of the Plan should be drawn to the attention of the applicants and their specialist advisors.

Documents on the website (large documents and drawings have been ordered from AVDC):

1. Arboricultural Impact Assessment	34pp
2. Design & Access Statement	56pp
3. Ecological Appraisal	61pp
4. Flood Risk Assessment	88pp
5. <i>[Built]</i> Heritage Statement	21pp
6. Landscape & Visual Impact Assessment Addendum	86pp <i>10 page update + 2014 doc</i>
7. Planning Statement	110pp



8. Specification and Maintenance Plan [ <i>Rugby Pitches</i> ]	23pp
9. Sustainability and Energy Statement	23pp
10. Travel Plan (Phase 1, 2 & 3)	73pp
11. Written Scheme of Investigation for Trial Trenching	46pp p31 → onwards is 2010 survey

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Drawings:

12. Adoption Layout PL-06
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15. House Type Planning Drawing Double Garage HT-GAR-01, HT-GAR-02, HT-GAR-03
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Consultee comments from BCC Rights of Way are also on the website

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*Members are asked to note that for speed, notes based on the Design & Access Statement only were circulated with the agenda pending preparation of this fuller report. The application has not yet been formally notified (21/2/20), and was found on AVDC's website on 18<sup>th</sup> February during a final check on applications for the planning agenda. It was received and validated into the system on 11<sup>th</sup> February.*

All the documents are dated January or February 2020, but show evidence of cut-and-paste from the earlier submissions, sometimes without update or correction.

P6. The site is 11ha including the rugby pitches and playground area, divided by a hedge line into roughly equal areas (5.6ha (N) and 5.4ha (S)). The calculated density is 31 dwellings/hectare based on the built area excluding the top field and boundary buffer areas. This compares well with Lace Hill (outer edges, 30); Phase I is 34 dph and Phase II 22 if the whole area is considered and 26dph if the play area is excluded. St Rumbold's Fields (average over to sites) is 38, but note that Phases I and III and St Rumbold's Fields include blocks of flats which skew the perceived density.

P10 "The site is sustainably located, with a range of travel choices, including bus, foot and cycle, within proximity of the site. Footpath BUC 33/1 runs along Whitehead Way and Rogers Way, northward

through Buckingham Rugby Union Football Club to Maids Moreton, providing pedestrian links to Buckingham town centre in the south and the wider countryside and footpath network.

A number of bus stops are located within proximity of the site; bus services including the 151 pass along Moreton Road providing sustainable links to Buckingham and further afield. . Additional bus services, including the X5 and 32, are available within Buckingham town centre, approximately 1.2km south of the site (an approximate 15-minute walk)."

Given that Footpath 33 is realigned to follow Whitehead Way towards the Moreton Road and town centre this is ingenious. Also the 32 bus route hasn't existed for years, and is illustrated on the accompanying bus route map (p.11) which also does not show the actual route of the X5 (to and from the bypass via the Stratford Road) or the 151 (which is not the most convenient service for the new residents as it goes from Akeley to Thornborough and back, twice a day, via Western and Overn Avenues, the town centre and Tesco, Bourtonville, Badgers, Linden Village and Page Hill). The #18 service, not mentioned, runs two buses a day Monday-Friday via Maids Moreton, to and from Bicester.



Previous application

Current application

*There are slight changes in the layout, but access is still from Shetland (N) and Lincoln (S), with pedestrian access from Bradfield Avenue. See below for access to the sports field.*

P12. Members can judge for themselves the accuracy of the following:

"3.3. Local facilities The site is well located within proximity of a wide range of local amenities, including a newsagents, bank, garage, butchers, bakers, petrol station and convenience

store all located within 3km of the site. The nearest supermarket is Tesco, located approximately 2.9km south of the site.

There are a number of schools within proximity of the site, including five primary schools within 1.6km of the site, the closest of which is Maids Moreton School, 0.6km to the north east. Five secondary schools can be found within 5km of the site including Buckingham School, located 1.6km south of the site.

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The Amenities map on p.13 does show Waitrose, Lidl and Aldi as well as Tesco, but includes (with the same symbol) the M&S at the BP station, the Tesco in Market Hill and the Sainsbury’s at Chandos Road, which are hardly in the same league, and ignores the shop in Overn Avenue which – if considering corner shops in the same league as supermarkets – is the nearest to the site.

The ‘Leisure facilities’ marked ignore the playground and cricket pitch at Maids Moreton, though include the Village Hall, and the rest are Lace Hill, the Swan Pool, the Athletic’s Ground (but not the Tennis, Bowls, Cricket or Rugby Clubs) and all or any of the playgrounds. Verney Park is apparently similar to Bourton & Chandos Parks, and is not marked as a University site.

P15 shows Phase II as a ‘Site for Housing/Recent Planning Approval’ when it has been built out (by this applicant) and occupied long enough for residents to consider the accommodation inadequate and require extension or alteration.

P.22 “The site is accessed from the A414 Moreton Road at two points via Whitehead Way. “

“Pedestrian and cycle provision should be integral to the development, along with providing good quality links to public transport networks. “

Members may recollect that a cycleway into town via the Moreton Road is conditioned for the site adjacent to 73 Moreton Road (opposite the top of Addington Road), but no details of design or implementation have yet been produced. Possibly because it may involve removing the parking bays below the old Police Station to give a safe width.

“Key junctions in the vicinity of the proposed development have been assessed to determine the impact of vehicle trips generated by the development. These include the two junctions formed by Whitehead Way and Moreton Road and the two town centre mini-roundabouts formed by Moreton Road/Stratford Road/Market Square and Bridge Street/West Street/Market Square. The assessment of the junctions at Whitehead Way/Moreton Road demonstrates that the predicted traffic volumes generated by the development would not cause either any queuing or delay problems in the vicinity of the Site. The assessment of the roundabouts within the town centre shows that the increase in RFC as a result of the proposed development is negligible and is not severe in the context of the National Planning Policy Framework (NPPF).”

#### Heritage Statement.

This starts well by saying that the site is south east of the rugby club.

The Policy Framework references the legislation, NPPF and Good Practice guides, and Local Policy the AVDLP, emerging VALP, AVDC Conservation Area SPG, and Maids Moreton Conservation Area Appraisal (2009). No reference to the BNDP or Vision & Design Statement. The historical overview concentrates on Maids Moreton. Chapter 4.4 – Conservation Areas – looks at Maids Moreton, Stowe and Chackmore CAs. Buckingham scarcely gets a mention, and its characteristics and history not at all.

The “Written Scheme of Investigation for Trial Trenching” gives full details of previous digs & finds, methods, treatment of finds and reporting.

## Housing

... is to be brick and tile in the main, and most of the roads (except for 3 'private drives' are intended for adoption. Only the spine road will have pavements, the others are planned to be Shared Surface streets. Parking is mainly on-plot, at the side of the dwelling, with visitor parking at the road side and along the edge roads. The summary on the Parking Schedule has "Total allocated spaces" 272 + 54 Visitor; AVDC guideline calculation gives 271 residential + 17 visitor spaces; I could only count 28 bays marked with a V on the Planning Layout drawing. There are also 61 garage spaces – some single, some pairs of singles, some double – which are described as "Garages anticipated to be used for storage of bicycles/other household". A single garage has external dimensions approx. 6.2m x 3.3m and a double garage 6.2m x 6.5m. They have pitched roofs and up-and-over doors.

The proposed accommodation mix is

	Sale	Rent	Shared Ownership	Total
<b>Detached</b>				
5 bed	5			5
4 bed	36			36
3 bed	24			24
2 bed				
1 bed				
				<b>65 (50%)</b>
<b>Semi detached</b>				
5 bed				
4 bed		4		4
3 bed	9	11	5	25
2 bed	7	8	6	21
1 bed				
				<b>50 (38.5%)</b>
<b>Terrace</b>				
<b>(3)</b>				
5 bed				
4 bed				
3 bed		2		2
2 bed	3	4		7
1 bed				
				<b>9 (7%)</b>
<b>Flats</b>				
5 bed				
4 bed				
3 bed				
2 bed		2		2
1 bed		4		4
				<b>6 (4.5%)</b>
	<b>84 (64.6%)</b>	<b>35 (27%)</b>	<b>11 (8.4%)</b>	

35% of 130 is 46 (= 35+11)

The flats are described as maisonettes, and are single floor, one above the other, with an outside appearance indistinguishable from the houses (pitched roof, porch over the front door, etc). They do have separate front doors, though, not access from a common lobby. Their parking is in a courtyard, and there is a bin & cycle block (illustrated with 6 smaller (green) wheelie bins + two larger (blue-lid) bins, and 6 cycles in a separate room).

A full breakdown of the housing types, sizes and tenure is attached at Appendix A.

Between the rugby pitches and the hedges along the northern and western boundary will be a LEAP and a NEAP and a 'kickabout' area. Not all of the equipment suppliers shown are on the BTC 'acceptable' list if Members are minded to take on these play areas. It means that all the play space is to the northern end of the whole development (the other one is within the Phase II boundary). A LEAP should be within 400m of the houses served, and the southern end of the site is beyond this limit. There are 10 parking spaces on the eastern edge of the field by the access from Twickenham Road



Access points and position of the playgrounds (including that in Phase II) and rugby pitches

	Site Boundary		Proposed Footpath		Proposed Vegetation
	Primary Access Point		Pedestrian Access Point		Sports Pitches
	Secondary Access Point		Recreation / Sports Pitch Vehicular Access Point		Formal Play (NEAP & LEAP)
	Primary Movement Route		Residential Development		Attenuation
	Secondary Movement Route		Public Open Space		Existing Vegetation

The Rugby pitch drawing gives details of the construction, materials and lights.



## Trees & Ecology

As can be seen from the drawing, the majority of trees and hedgerows are to be retained, except for small lengths of hedgerow where the new accesses are to be formed. There are details of what (manual excavation) work will have to be done close to the trees near the new accesses, with the appropriate regulations quoted, and details of trees protection during construction works. There is a detailed tree survey (pp.22-26 of the Arboricultural Impact Assessment, though the pages are not numbered). Hedgerows H1, H5 & H7 are regarded as 'species-rich' and therefore 'important' by the 1997 Hedgerow Regulations. H2, H3, H4 and H6 are not of sufficient quality to qualify, but will be retained anyway. The ditch along the boundary has no aquatic plants, so is unlikely to be in water continuously, is of negligible ecological significance, but will be retained, protected and enhanced.

There is no evidence of bats (but if the existing trees are bat roosts, they are being retained not felled), badgers or Great Crested Newts. New planting will be of native species sourced locally. There will be an area of wildflower grassland allowed to naturalise, to include nectar-rich plants including kidney vetch for the Small Heath butterfly. Bat boxes, bird boxes, bee bricks and hedgehog nest domes will be installed, and garden fence cutouts to allow through traffic of animals. Log piles and brash will form habits for reptiles and amphibians

## Traffic:

"1.5.12. There is an alternative traffic free route towards the town centre via a public footpath accessed via Highlands Road which is situated immediately to the south of the southern Whitehead Way junction. The footpath also straddles the north-western perimeter of Buckingham Primary School."  
Not mentioned – it is an unpaved woodland footpath requiring wellies in wet weather.

## Bus routes – comments

The table only shows first and last buses from a given stop, not what time return buses arrive. This matters if you plan to come back. Also there is no bus service except the X5 on a Sunday; this I not mentioned.

Of the services which actually travel along the Moreton Road:

### #18 Maids Moreton – Buckingham – Tesco – Steeple Claydon – Bicester

Times are given for the four buses to and from the High Street, though two do a loop round Maids Moreton in the middle of the day which would have been more relevant information. It is not mentioned that the service is Monday - Friday only.

### #131/132 Buckingham - Tesco - Tingewick – Brackley (nearest stop Western Avenue on weekdays).

Some buses take in Page Hill, Linden Village and Badgers. Again times are given from the High Street, and the four that start from Western Avenue are not mentioned, nor that the Saturday service runs from Maids Moreton.

### #151 Akeley – Buckingham – Thornborough – Buckingham

One a day each way (9.00, returning at midday) is accurate, but no mention that it is weekdays only.

The other buses are

X5 Oxford – Cambridge and X60 Milton Keynes – Aylesbury services are accurately described except for the lack of Sunday service for the X60.

### X80/80 Milton Keynes – Buckingham – Gawcott – Tingewick – Brackley

Given as 3 buses a day but this is not so – the two to Brackley listed are different times according to whether it is a school day or school holidays, and the three back are effectively the same (the timetable does not explain why Brackley departures are 15.13 and 15.18 on schooldays and 15.18 in school holidays).

### #83 Milton Keynes – Buckingham – Silverstone UTC

One each way on weekdays, term time only. Effectively a school bus service.

"1.5.23. Route 151 also provides direct access to Buckingham Town Centre, and presents opportunities to interchange with a number of other bus services including X5, 32, 18, 134 and 131 (as detailed in Table

3 1). Route X5 connects the Site with Bicester North and Milton Keynes railway stations from where train connections to a range of destinations are available.”

I would quibble with ‘opportunities’ used of one bus a day, and the 32 and 134 no longer exist. And Aylesbury also has a railway station conveniently served by bus (30 mins journey time - MK approx. 20 mins, Bicester North 30mins). However the proposed new station at Winslow gets a mention.

As the services along the Moreton Road are not well-timed for people getting to work, even if they work in the town area (and there are no bus stops for the industrial areas on the bypass) it will increase car use through the Old Gaol junction, even if they then park at Stratford Fields and get a bus into MK or Aylesbury. Cycling down the Moreton Road as it is presently configured is not safe or pleasant, and then you have a long hill to climb back up.

“1.6.6. The proposed development is considered to fully accord with the principles of NPPF. The Site is in a sustainable location and benefits from having good access to local bus stops, walking and cycling routes which will assist in influencing travel behaviour at source. In addition, the development will facilitate the implementation of various improvements to local infrastructure.”

Members will recollect that there were infrastructure improvements generated by Phase I which increased the bus service to Maids Moreton to half-hourly for 5 years (the bus service is currently much worse than it was before the subsidy) and the traffic calming on Addington Road took more than 10 years to implement.

The Travel Plan is the usual collection of worthy aims and less than practical means. They are also employing the same accounting wheeze they did for Phase II:

“2.2.2. The second aim is to apply the same measures proposed for the new residents of Phase 3 retrospectively to Phase 1 and 2. This will effectively act as a “trip crediting’ measure to lower the number of vehicle-based trips assumed to be generated by Phase 1. The credited trips can then be offset against the small number of additional trips generated by the Site. This retrospective measure will align both developments with current sustainable thinking and policy and contribute towards the local planning authority’s sustainability and environmental targets.”

The residents of Phase III will have even further to walk or cycle than those in Phases I and II which actually border the main road. 130 houses could mean 200 working people, as two incomes are now needed to maintain a mortgage. That is not ‘a small number of additional trips’. Their own figures show that 45% of journeys will be made by car, and a third of all journeys to work (2011 census) are of over 2km (reasonable walking distance). For their estimated impact of trip crediting see below.

“4.6.7. The length of time required to walk to these bus stops from the access is around 3-5 minutes, with additional journey time dependent on the origin within the Site. These stops are served by the bus services X60/60 and 151; the tables contained in Section 1 provide a summary of the weekday and Saturday services for these routes.”.

The X60/60 does not serve the site at all, and only one route has a Saturday service, see above.

As part of the required Travel Plan, a baseline survey of new residents will be carried out with further work to establish any ‘mode shift’; information on public transport, car-sharing schemes, etc. will be provided. I remind Members that this is promised with every large development, and we have never been able to obtain proof that the work is done, and if it is and submitted to the Highway Authority the figures are analysed or acted upon. This, however, is a new idea since our last Major Application

“4.9.14. It is proposed that a bespoke Facebook ‘Page’ be created for the development, and this would primarily be used as a dynamic and engaging source of real-time travel updates as well a medium to actively promote sustainable travel initiatives such as Bike Week, Walk to Work Week and Car Free Days to residents.”



I leave Members to form their own conclusions about these 'Other recommendations'

“4.11.2. A further opportunity to effect change and lower peak-hour total traffic demand would be the introduction of parking restraints, within the town centre, as there currently appears to be an abundant, cheap supply of parking within the town.

4.11.3. The introduction of a parking strategy, which would seek to restrain the level of 'all-day' commuterbased parking (which contributes most to peak-hour traffic), whilst maintaining short-stay shopper parking (so there would not be any impact on local businesses), would be an effective measure in reducing traffic demand.

4.11.4. This could be achieved by either the physical removal/reallocation of car parking spaces (e.g. for higher occupancy users, 'parent and child' etc), or the use of pricing as a restraint-based mechanism. Such a strategy would also be cost effective and any revenue generated could subsequently subsidise public transport services. It would also be a sustainable transport planning measure which would fit well with the Travel Planning options detailed within this report.”

#### “IMPACT AND TRIP CREDITING

5.2.1. We have estimated that the introduction of the Travel Plan at the Site will generate a modal shift away from the car by a modest 11% (Phase 1 and 2) / 10% (Phase 3) of mode share in the peak periods of demand by 2026, with these trips transferring to more sustainable modes such as walking, cycling and public transport. These figures accord well with documented evidence that PTP can achieve up to 11% reduction in car use and the significant potential for modal shift associated with the Site's proximity to the town centre.

5.2.2. We estimate that the information packs informing residents of the specific time periods when congestion occurs in the town centre, its impact on queuing and delay, plus the cycle storage provision could also contribute to lowering the peak hour car mode share by bringing about peak spreading (whereby residents make a trip earlier or later to avoid peak periods of demand).”

The Phase III s106 is to include:

Phase 3 will deliver a number of improvements secured via a Section 106 Agreement including:

- Combined signal control crossing of Moreton Road for pedestrians and cyclists towards the southern of Phase 1;
- On road advisory and signed cycle lanes along Moreton Road;
- Advisory 'blue' signs within the Site;
- Pedestrian links with new/extended footways to existing bus stops; and
- Secure cycle storage within the town centre.

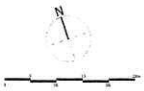
KM

V.1 18/2/20

V1.1 21/2/20



LEGEND  
- Site Boundary  
- Area to be offered for adoption



Project  
Moreton Road - Phase 3  
Buckingham  
Drawing Title  
Adoption Layout

Date	17.12.19	Scale	1:500 @ A1	Drawn by	CB	Check by	JT
Project No	24913	Drawing No	PL-06	Revision			

**BARTON WILLMORE**  
Planning • Master Planning & Urban Design • Architecture •  
Landscape Planning & Design • Environmental Planning • Graphic  
Communication • Public Engagement • Development Economics  
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Area	Plot No	House type		No.beds	No.beds					Parking	Sale	Rent	Shared ownership								
					1	2	3	4	5												
A	1	Thespian	D			x			2D	x											
A	2	Cam	D				x		2G + 4D	x											
A	3	Mr1	D			x			G + 2D	x											
A	4	Mr1	D			x			G + 2D	x											
A	5	Henlow	D					x	2G + 2D	x				KEY							
A	6	h	Philosopher	D			x		2G + 2D	x											
A	7	h	3-bed	T		x			2 D		x			Areas see drawing							
A	8		3-bed	T		x			2 K		x		D	Detached							
A	9		2-bed	T		x			2 K		x		S	Semi detached							
A	10		Mr1	D		x			G + 2D	x			T	Terrace (of 3)							
A	11		Chandler	S		x			2 K	x			F	Flat							
A	12	h	Chandler	S		x			2 K	x											
A	13		Mr1	D		x			G + 2D	x			h	handed (ie flipped version of drawing)							
A	14	h	Mr1	D		x			G + 2D	x											
A	15		Thespian	D		x			2D	x			Parking								total
B	16		Henlow	D				x	2G + 4D	x			G	Garage	2G = double garage						61
B	17		Nene	D			x		2G + 4D	x			D	Driveway	2 in-line beside house						200
B	18	h	Joiner	T		x			2 K	x			K	Kerbside	at right angles to kerb						64
B	19	h	Joiner	T		x			2 K	x			C	Parking Court							8
B	20		Joiner	T		x			2 K	x											
B	21	h	3-bed	S		x			2 K		x		Visitor spaces by Area (all parallel to kerb, some on far side of perimeter road)								
B	22		3-bed	S		x			2 K		x		A	0							
B	23		3-bed	S		x			2 K		x		B	1							
B	24	h	3-bed	S		x			2 K		x		C	2+2+3							
B	25		2-bed	S		x			2 K		x		D	2+3+2+1							
B	26	h	2-bed	S		x			2 K		x		E	2+2+2							
C	27	h	Mr1	D		x			G + 2D	x			F	0							
C	28		Joiner	S		x			2 K	x			G	2+2							
C	29	h	Joiner	S		x			2 K	x			H	1+1							
C	30		Thespian	D		x			2D	x			J	0							
C	31		Quilter	D			x		G + 2D	x			total	28							
C	32		Joiner	S		x			2 K	x											
C	33	h	Joiner	S		x			2 K	x				Sale		Rent		Shared Ownership		Total	
C	34		Joiner	S		x			2 K	x			Detached								
C	35	h	Joiner	S		x			2 K	x			5 bed	5							5
C	36	h	Chandler	S		x			2D	x			4 bed	36							36
C	37		Chandler	S		x			2D	x			3 bed	24							24
C	38		Quilter	D			x		G + 2D	x			2 bed								
C	39		Nene	D			x		G + 2D	x			1 bed								
C	40		Henlow	D				x	2G + 4D	x											65 (50%)
C	41	h	Philosopher	D			x		G + 2D	x											
C	42		Philosopher	D			x		G + 2D	x			Semi detached								
C	43	h	Nene	D			x		2G + 4D	x			5 bed								
D	44	h	Mr1	D		x			G + 2D	x			4 bed		4						4
D	45		Thespian	D		x			2D	x			3 bed	9	11		5				25
D	46		Quilter	D			x		G + 2D	x			2 bed	7	8		6				21
D	47		Cam	D			x		G + 2D	x			1 bed								
D	48	h	Chandler	D		x			2D	x											50 (38.5%)
D	49		Chandler	D		x			2D	x											
D	50	h	Chandler	D		x			2D	x			Terrace (3)								
D	51		Quilter	D			x		G + 2D	x			5 bed								
D	52	h	Cam	D			x		G + 2D	x			4 bed								
D	53		Goldsmith	D			x		2G + 4D	x			3 bed		2						2
D	54		Goldsmith	D			x		G + 2D	x			2 bed	3	4						7

D	55		Nene	D			x		G + 2D	x					1 bed					
D	56		Philosopher	D			x		G + 2D	x										9 (7%)
D	57	h	Nene	D			x		G + 2D	x										
E	58	h	Philosopher	D			x		G + 2D	x						<b>Flats</b>				
E	59		Cam	D			x		G + 2D	x						5 bed				
E	60	h	Chandler	S			x		2D	x						4 bed				
E	61		Chandler	S			x		2D	x						3 bed				
E	62		2-bed	S			x		2 K				x			2 bed			2	2
E	63	h	2-bed	S			x		2 K				x			1 bed			4	4
E	64		2-bed	S			x		2 K				x							6 (4.5%)
E	65	h	2-bed	S			x		2 K				x				<b>84 (64.6%)</b>	<b>35 (27%)</b>	<b>11 (8.4%)</b>	
E	66		2-bed	S			x		2 K				x							
E	67	h	2-bed	S			x		2 K				x							
E	68		3-bed	S			x		2D				x							
E	69	h	3-bed	S			x		2D				x							
E	70		Quilter	D			x		G + 2D	x										
E	71		Cam	D			x		G + 2D	x										
E	72	h	Nene	D			x		G + 2D	x										
E	73		Philosopher	D			x		G + 2D	x										
E	74		Henlow	D			x		G + 2D	x										
E	75	h	Goldsmith	D			x		2G + 4D	x										
E	76		Henlow	D			x		2G + 4D	x										
E	77		Goldsmith	D			x		G + 2D	x										
E	78	h	Goldsmith	D			x		G + 2D	x										
F	79	h	Cam	D			x		G + 2D	x										
F	80		Thespian	D			x		G + 2D	x										
F	81		Quilter	D			x		G + 2D	x										
F	82		Quilter	D			x		2D	x										
F	83		Quilter	D			x		G + 2D	x										
F	84		Thespian	D			x		2D	x										
F	85		Quilter	D			x		2D	x										
F	86		Joiner	S			x		2D	x										
F	87		Chandler	S			x		2D	x										
G	88		3-bed	S			x		2D				x							
G	89	h	3-bed	S			x		2D				x							
G	90		2-bed	T			x		2D				x							
G	91		2-bed	T			x		2D				x							
G	92	h	2-bed	T			x		2D				x							
G	93		3-bed	S			x		2D				x							
G	94	h	3-bed	S			x		2D				x							
G	95		2-bed	S			x		2 K				x							
G	96	h	2-bed	S			x		2 K				x							
G	97		3-bed	S			x		2D				x							
G	98	h	3-bed	S			x		2D				x							
G	99		3-bed	S			x		2D				x							
G	100	h	3-bed	S			x		2 K				x							
G	101		Thespian	D			x		2D	x										
G	102	h	Cam	D			x		2D	x										
G	103		Cam	D			x		G + 2D	x										
G	104		Mr1	D			x		G + 2D	x										
G	105		Quilter	D			x		G + 2D	x										
H	106		Quilter	D			x		G + 2D	x										
H	107	h	Chandler	D			x		G + 2D	x										
H	108		Chandler	D			x		2D	x										
H	109		Mr1	D			x		2D	x										
H	110	h	Mr1	D			x		G + 2D	x										



**BUCKINGHAM TOWN COUNCIL  
INTERIM FULL COUNCIL  
MONDAY 24 FEBRUARY 2020**

Contact Officer: Paul Hodson, Town Clerk

**Healthcare Development**

**1. Recommendations**

- 1.1. Councillors are invited to discuss whether or not to proceed with a public meeting to discuss the potential changes to healthcare provision in Buckingham, to be arranged during March 2020 – i.e. before purdah begins for the upcoming Town Council election.

**2. Background**

- 2.1. On 22nd October 2018 the Environment Committee discussed the “current perceived threat to Buckingham Hospital in the light of the proposed new Medical Centre at Lace Hill” and agreed for Buckingham Town Council to organise a public meeting to discuss residents’ concerns and invite the Swan Practice, the CCG and other interested parties to attend (451/18).
- 2.2. On 18th February 2019 members of the Environment Committee “were updated by the Town Clerk that a date for a public meeting had been arranged in March 2019 but there had been correspondence from the Practice Manager asking for the date to be put back.” Members agreed to postpone the meeting to a later date. (739/18)
- 2.3. On 27th January 2020 Ms. Ratanabuabua, the Practice Manager at the Swan Practice, and Dr. Gavriel, Executive Partner at the Swan Practice attended the meeting of Full Council. Daniel Leveson, Deputy Director of Strategy for the Buckinghamshire Healthcare NHS Trust sent his apologies. The representatives of the Swan Practice summarised the current stage of developments. Draft minute 703/19 refers in detail.
- 2.4. The Town Council has agreed for Cllr Try to be Council’s formal representative on the Lace Hill Health Hub Development Focus Group, and for their minutes to be published with relevant Town Council agendas. Members received a verbal report from Cllr Try (minute 521/18 refers). The minutes of the most recent meeting, held on 19th September 2019, are attached.
- 2.5. Representatives of the Swan Practice have agreed to attend the Annual Town Meeting.

2.6. The view of the Swan Practice's representatives is that plans are not sufficiently clear or developed for a public meeting to be appropriate at this stage.

**BUCKINGHAM TOWN COUNCIL  
INTERIM FULL COUNCIL  
MONDAY 24 FEBRUARY 2020**

Contact Officer: Paul Hodson, Town Clerk

**Display Screen Stand**

**1. Recommendations**

- 1.1. It is recommended that the Town Council purchases a stand for one of the Chamber screens at a cost of £1,219 from budgets 901 9046 and 104 4016.

**2. Background**

- 2.1. The Council bought two interactive display screens for the Council Chamber during 2019. These have proved particularly helpful for planning discussions, where members are available to view plans at a high resolution during meetings.
- 2.2. During the refurbishment the screens will be removed from the walls. Once the room is larger, it will be harder to ensure that both screens are ideally placed for each use of the room. It is therefore proposed to purchase a stand for one of the screens, to enable it to be moved to different parts of the room depending on the layout, numbers of people present and the use required of the screen.
- 2.3. The screen can only be used with the stand provided by the screen's manufacturer. This is the Product Prowise iPro Tilt Lift (Up/down/table). The stand would enable the screen's height and tilt to be adjusted. With the tilt function, the touchscreen can also be used as a touch table.
- 2.4. By purchasing during February 2020, the screen would be available for planning meetings while the Council is using the Lace Hill Centre Committee Room for meetings. The screen could also be used for events such as the Annual Town Meeting and Mayor Making in the Community Centre.
- 2.5. The total cost to purchase the stand and pay for installation of the screen onto the stand would be £1,219.

The screens were purchased from ear-marked reserve 901 9046 *Planning Display Screen Equipment*. There is £629 remaining in this budget. It is proposed to use this, and to fund the remaining £590 by transferring that



amount from budget 104 4016 *Legal Costs*, which is forecast to be underspent by the full budget of £2,500.