



BUCKINGHAM TOWN COUNCIL

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Town Clerk: Mr. P. Hodson

Wednesday, 17 March 2021

PLANNING
COMMITTEE

Councillor,

You are summoned to a meeting of the **Planning Committee** of Buckingham Town Council to be held on Monday 22nd March 2021 at 7pm. meeting online via Zoom, Meeting ID 871 2899 7691.

Residents are very welcome to ask questions or speak to Councillors about any matter relevant to the meeting at the start of the meeting in the usual way.

Please email committeeclerk@buckingham-tc.gov.uk or call 01280 816426 for the password to take part.

The meeting can be watched live on the Town Council's YouTube channel here:
<https://www.youtube.com/channel/UC89BUTwVpjAOEIdSIfcZC9Q/>

Mr. P. Hodson
Town Clerk

Please note that the meeting will be preceded by a Public Session in accordance with Standing Order 3.f, which will last for a maximum of 15 minutes, and time for examination of the plans by Members.

AGENDA

1. Apologies for Absence

Members are asked to receive apologies from Members.

Buckingham



Twinned with Mouvaux, France; Neukirchen Vluyn, Germany



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 can send you a copy of any minutes, reports or other information. To do this, send a request using the contact details set out above.

2. Declarations of Interest

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

3. Minutes

To receive the minutes of the Planning Committee Meeting held on Monday 22nd February 2021 to be put before the Full Council meeting to be held on 17th May 2021.

[Copy previously circulated](#)

4. Motion from Cllr. Harvey

With regards to people, especially women, feeling safe on our streets: to discuss the current illumination on the Tingewick Rd and seek to accelerate the installation of extra street lighting (which is understood to be part of the s106/s278 agreement attached to this development). Background information is attached

[Appendix A](#)

5. Neighbourhood Plan/Vale of Aylesbury Plan

5.1 (1104/20) To receive and discuss a Government policy paper on the Oxford-Cambridge Arc

[Appendix B](#)

5.2 To receive reports on the meetings of the Neighbourhood Plan Working Group (latest one verbal)

[Appendix C](#)

5.3 To receive a draft copy of the Design Guide and recommend its adoption to Full Council

[Appendix D](#)

5.4 To receive notice of the VALP Examination dates and agree Town Council representation.

[Appendix E](#)

5.5 To receive and discuss the updated Winslow Neighbourhood Plan and agree a response. The questionnaire is separate – both are attached. The consultation ends on 6th April 2021

[Appendix F](#)

6. Action Reports

To receive action reports as per the attached list.

[Appendix G](#)

7. Planning Applications

For Member's information the next scheduled Buckinghamshire Council – North Buckinghamshire Planning Area Committee meetings are on Wednesdays 7th April and 5th May 2021 at 2.30pm. Strategic Sites Committee meetings are the following day at 2pm.

To consider a response to planning applications received from Buckinghamshire Council and whether to request a call-in.

Additional information is attached.

[Appendix H](#)

1. [21/00270/APP](#) 73 Moreton Road [*Roxwell*], MK18 1JZ
Demolition of existing dwelling and erection of new dwelling
Barclay
2. [21/00449/APP](#) 25 Willow Drive, MK18 7JH
Single storey extension and part garage conversion to
dwellinghouse
Doyle

3. [21/00583/APP](#) 19 Bridge Street, MK18 1AF
Change of use of a dwellinghouse (ground floor only) (Class C3) to hot food takeaway unit (Class A5/sui generis) and drycleaners unit (Class A1/E) including the installation of one (1) oven air extract, terminating via a chimney flue at the side northern elevation of the building and a number of other external alterations
Godhania
4. [21/00630/APP](#) 59 Burleigh Piece, MK18 7BA
Single storey rear extension
Hussain
5. [21/00637/APP](#) Pringle House, Brackley Road, MK18 1JD
Single storey rear extension, rooflights and internal alterations
Stewart
6. [21/00693/APP](#) 8 Sandhurst Drive, MK18 1DT
Proposed two storey side extension
Bush
7. [21/00704/APP](#) Pightle Cottage, Western Avenue, MK18 1HP
Demolition of existing outbuilding and construction of a single storey annexe in the rear garden
Hebert
8. [21/00784/APP](#) 45 Overn Avenue, MK18 1LU
Proposed two storey side extension, single storey rear extension, alterations to front and rear elevations and removal of one chimney
Helps
9. [21/00824/APP](#) 11 Boswell Court, MK8 1UU
Single storey front extension
Underwood
10. [21/00827/APP](#) 31 Bourtonville, MK18 1AY
Part single part two storey rear extension. Reposition and resize first floor rear window openings
Jenkins

Amended Plans

A separate briefing note is attached

[Appendix I](#)

11. [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
Armstrong [for Bellway Homes and Avenue Farms Ltd.]

Planning Decisions

8.1 To receive for information details of planning decisions made by Buckinghamshire Council.

Approved

Application	Site address	Proposal	BTC response
20/00886/APP	St Rumbolds Fields	Variation of cond.10 of 17/04668/ADP to permit additional 9 houses and changes to house types	No objections
20/03640/APP	7 Hillcrest Way	Continued use as opticians	No objections
20/04055/APP	17 Westfields	Single storey rear extension	No objections
20/04110/ALB	8 Market Square	Roof re-tiling with like-for-like tiles	No objections
21/00050/APP	25 London Road	Demolish shed; erect 2-st. rear ext'n	No objections
21/00306/APP	5 Turnside Street	Loft conversion with rooflights	No objections

Not for consultation

Approved

Application	Site address	Proposal	BTC response
20/00492/ATC	1 Bone Hill	Fell 1 elder	No objections
21/00477/ATC	20 Moreton Rd.	Fell 1 purple plum, 1 elder, 1 cherry	No objections

8.2 Planning Inspectorate: 19/04481/PIP Land adj. Tesco Store, London Road
Erection of 9 dwellings - Appeal against refusal
The Inspector has dismissed the appeal.

8. Buckinghamshire Council Member

9.1 To receive news of Buckinghamshire Council new documents and other information from Council Members present

9.1.1 To receive for information details of a meeting held on Monday 8th March 2021 to agree works to improve cycle and pedestrian routes using Government Emergency Active Travel funding. The notes of the November meeting are also included for convenience. [Appendix J](#)

9.2 To discuss applications to be called-in, as decided above, and which Buckinghamshire Councillor to approach for this.

9.2.1 Cllr Stuchbury to report on any progress with the acceptance of The Pightle call-in

9.3 An updated list of undecided **OPPOSE & ATTEND/CALL-IN** applications is attached for information [Appendix K](#)

9. Buckinghamshire Council Committee meetings

10.1 N. Bucks Area Planning Committee (10th March 2021) *No Buckingham applications*

10.2 Strategic Sites Committee (11th March 2021) *No Buckingham applications*

10. Enforcement

- 11.1 To report any new breaches
- 11.2 To note case files opened for new signage as follows:
 - 21/00122/CONA 4 West Street
 - 21/00123/CONA 1 Bristle Hill

11. Consultation

To receive, discuss and agree a response to the Government consultation *The Future of the New Homes Bonus* (closing date 7th April). A transcript of the document is attached, together with a list of the questions for Members' convenience in preparing responses for discussion. [Appendix L & M](#)

12. Applications to fell trees

To receive the list (unchanged from last meeting) [Appendix N](#)

13. S106 Quarterly update

To receive the updated spreadsheet for information [Appendix O](#)

14. Annual Statistics

To receive for information, the statistics for 2020 applications [Appendix P](#)

15. Matters to report

Members to report any damaged, superfluous and redundant signage in the town, access issues or any other urgent matter.

16. Chairman's items for information

17. Date of the next meeting: Monday 19th April 2021 following the Interim Council meeting

To Planning Committee:

Cllr. M. Cole JP	(Vice Chairman)	Cllr. A. Ralph	
Cllr. G. Collins	(Town Mayor)	Cllr. R. Stuchbury	
Cllr. J. Harvey		Cllr. M. Try	
Cllr. P. Hirons			
Cllr. A. Mahi		Mrs. C. Cumming	(co-opted member)
Cllr. Mrs. L. O'Donoghue (Chairman)			

Planning 22/3/21
Agenda 4

Street Lighting – Tingewick Road

There is no street lighting on Tingewick Road west of the junction with Westfields, though the continuous footpath along the north side serves the remaining part of the Industrial Park, existing housing and Field House nursery. The lamp inside the entrance to the Industrial Park appears to be in private ownership.

Some information

Extracts from the s106 document:
(Recital pages)

“ Strategic Transport Contribution”

means the sum of EIGHT HUNDRED THOUSAND POUNDS (£800,000) (Index Linked) to be applied towards capacity improvements on or adjacent to the A421 between Tingewick Road junction and the London Road Junction in order to mitigate traffic impacts from the Development on the the A421 and the town centre

i.e. the new bypass roundabout

“Sustainable Transport Contribution”

means the sum of TWO HUNDRED AND THIRTY NINE THOUSAND POUNDS (£239,000) (Index Linked) to be applied for the purpose of constructing a 3 metre wide pedestrian route with street lighting along the route shown by the blue shading on Plan 1 attached to this Deed at Appendix F in order to connect new residents of the Development to the Royal Latin School, University of Buckingham, Buckingham town centre and

outlying shops serv

i.e. the Scenic Walk/Railway Walk upgrade

“TRO Contribution”

And the actual schedule includes (the subclauses are the details of the timetable of payments):
:

THE EIGHTH SCHEDULEHighways Obligations

1. The Owner covenants with the County Council to pay to the County Council the Strategic Transport Contribution in accordance with the following arrangements:

2. The Owner covenants with the County Council to pay the Bus Service Contribution to the County Council in accordance with the following arrangements:

3. The Owner covenants with the County Council to pay the Bus Shelter Contribution to the County Council prior to Occupation of the 1st Dwelling and the Owner shall not Occupy any Dwellings unless and until the County Council shall have received the same

4. The Owner covenants with the County Council to pay the Bus Promotion Contribution to the County Council in accordance with the following arrangements:

4. The Owner covenants with the County Council to pay the TRO Contribution within sixty days of service of a request from the County Council that the TRO Contribution is due PROVIDED THAT that such notification shall not be served prior to the Commencement of Development or after the Occupation of the 350th Dwelling

5. The Owner covenants with the County Council to pay the Sustainable Transport Contribution to the County Council in accordance with the following arrangements:

6.1 the details of the Footway/Cycleway Works serving that Phase have been submitted to and approved in writing by County Council; and

6.2 the Footway/Cycleway Works serving that Phase have been laid out and constructed in accordance with the details approved in writing by the County Council

S278 Highway works

Deals only with the new bypass roundabout, and the only mention of streetlighting occurs in the following sections:

SCHEDULE 1

COMMUTED SUMS

Item	Commutated Sum
1. Street lighting/illuminated signs	21No. @ £440 each
2. Gully Connectors	18No. @ £350 each

And

SCHEDULE 2

The Improvement Works

1. The Improvement Works shall include:
 - a. A new roundabout at the junction of Tingewick Road, Buckingham and the A421.
 - b. Carriageway widening.
 - c. Drainage works.
 - d. Additional street lighting.
 - e. Traffic signs.
 - f. New vehicular and pedestrian accesses off Tingewick Road.
 - g. Localised cycleway/footway alterations.

Please click the below address to access the document:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/962455/Spatial_framework_policy_paper.pdf

Minutes of the Neighbourhood Plan Sub-Committee of Buckingham Town Council held on Wednesday 24th February 2021 online via Zoom.

Present:

Cllr. M. Cole JP (Chair)
Cllr. J. Harvey
Cllr G. Collins
Cllr. C. Strain-Clark
Cllr. R. Newell
Mr Roger Newall (Buckingham Society)
Ms Sheena McMurtrie (Town Plan Officer)
Mrs. L. Stubbs (Communications Clerk)
Mr P. Hodson (Town Clerk)

1. Apologies

Apologies received from Cllr. H. Mordue and Cllr. R. Stuchbury.

2. Previous Meeting Minutes

Members agreed the previous meeting minutes.

3. Report from Town Plan Officer – Appendix A

The Town Plan Officer discussed the report in detail and outlined various aspects that were of some interest.

Summary of Current Position – It was identified that there could be potentially an extended timeframe for VALP due to the figure for affordable housing unlikely changing in order to secure housing sites. However, at the Buckinghamshire plan stage there's scope to have it changed to create unity across the county. Hampden Fields and Garden Town sites in VALP are minded to be approved but it's the sites in North Bucks that are more contentious and may stop the plan being made. It was also noted that planning documents expire before they are even adopted so it is likely that VALP will continue with their current plan instead of adopting a new plan because it delivers housing sites for them.

The strengths of the 2015 plan has been the settlement boundary, brown fields, infill and windfall sites within the settlement. I, J and K haven't been used as hoped, but that kept us up with delivery. Highways have suggested that site M can't be used, resulting in the last minute withdrawal of this site instead of the data from Maids Moreton and Osier Way.

In the immediate future, we can do the design code, tree policy, buildings of note and town centre plans which are all linked to the current non-strategic plan. It was agreed to centre a majority of the survey towards finding information about affordable housing and the regeneration post Covid-19 of the town centre. This is because it gives a starting point to look ahead to what Buckinghamshire Council plans to do. It was noted that we cannot go against the strategic plan, we have to be in compliance with it within our local plan. There is also a risk of going too soon, and being out of date when VALP is made so it is better to take our time to identify what we want.

Housing - Sites J, K & I haven't been brought forward which isn't of current concern. Site J is the area near St. Rumbolds Well and I is industrial areas which can be turned into housing if necessary. It was highlighted that there were 400 university student rooms in 2015 and now due to the current situation, the university may have less requirement which means that there will now be a gap. There were various suggestions of new sites for housing in Buckingham. There was a discussion about the space behind the fire station which is east of the London Road and South of the Francian Building. However, it was agreed that the Town Clerk should bring back a report to Sheena identifying who owns the land and if it can be used.

Environment – In light of the December 2020 flooding, comments and questions are likely to happen but to ensure there is more insight to the problem, we should contact the Environment Agency to see if they will reconsider the 1:100-year event category. Cllr. M. Cole JP told the Town Plan Officer and members that a presentation was given to the community board outlining these issues. It was agreed that we will have to clearly reflect the intentions in regards to flooding whilst not going against the framework. It was agreed that refreshing the plan will help to designate more local greenspace within Buckingham which links to the Council's climate emergency.

Town Centre – Change of boundaries, mix of services and experiences and residents needs and wants were discussed to ensure it links the regeneration of the town centre. In regards to the conservation area, it will need to be looked at if it's decided to be included as part of the town centre boundaries or if it should remain separate.

It was suggested to have sub sites for the industrial estate and Lacehill as they have a large amount of retail business there in order to manage it better. In regards to pedestrian space, the upper part of market hill has been identified as a desirable place to pedestrianise. It was suggested that in order to make a decision on whether or not this should happen, it should be included within the survey for the local residents to decide due to various opinions over parking.

What BNDP Cannot do – Members noted the information.

What BNDP Can do – The Design code & Survey were noted. Members agreed that it is better to build on from the current plan in order to make a more coherent future plan to ensure it's more robust. It was also agreed to add more indoor and outdoor places to the plan.

4. Consideration of how best to work with Buckinghamshire Council on Neighbourhood Planning

It was agreed that Roger Newall finds out who the contact for supporting the development of Neighbouring Planning at Buckinghamshire Council is and report back.

5. The Buckingham Survey

The Town Clerk explained that the survey hasn't changed much since the previous meeting in September. The communications company, Breakthrough has been chosen to produce the survey as the only provider available. The Town Clerk highlighted that they would be holding a workshop with the council in order to understand the focus points of what needs to be achieved once appointed. It was agreed that a separate meeting between members be held in the next two to three weeks in order to clearly define the questions, and then the group will meet again to make a decision on the provider.

6. Subject to item (3) above; consideration of Breakthrough Communications' quotation for design and management of Buckingham Survey – Appendix B

As above.

7. Initial review of draft Design Guide / Design Code (attached)

Roger Newall discussed the report outlining various aspects that were of some interest and highlighted that the local review was taken prior to Moreton Road development. The report was noted and agreed.

It was agreed for this document to be submitted to the Planning Committee and then to Full Council for endorsement. It was also agreed that Roger will put sign the document in his name.

8. AOB

A meeting will be arranged to go through the questionnaire and then another meeting to talk about the survey.

Buckingham Design Guidelines - proposed draft design
code document



Introduction

The Buckingham design guidelines originate from 2001 and were partly adopted by the then local planning authority Aylesbury Vale District Council.

As we look to update the Neighbourhood Plan, the government white paper Planning for the Future (August 2020) introduces the opportunity for Town/Parish Councils to produce design codes for their local area of responsibility, which are linked to Neighbourhood Plans.

Design codes are a set of illustrated design rules and requirements which instruct, and may advise on, the physical development of a site or area. The graphic and written components of the code are detailed and precise and build upon a design vision such as a masterplan or other design framework for a site or area, in this case the Buckingham Neighbourhood Plan. The codes set out the mandatory baseline minimum standard that is to be adopted for new developments within Buckingham.

This draft design code has been prepared jointly by the Buckingham Town Council and the Buckingham Society and replaces the previously adopted Buckingham Design Guidelines. Its purpose is to provide a coherent framework to future development of land throughout Buckingham and to define the character of new developments, and give clear guidance on what will be considered acceptable to the local community, and as a supplementary document to the Neighbourhood Plan.

Local Distinctiveness

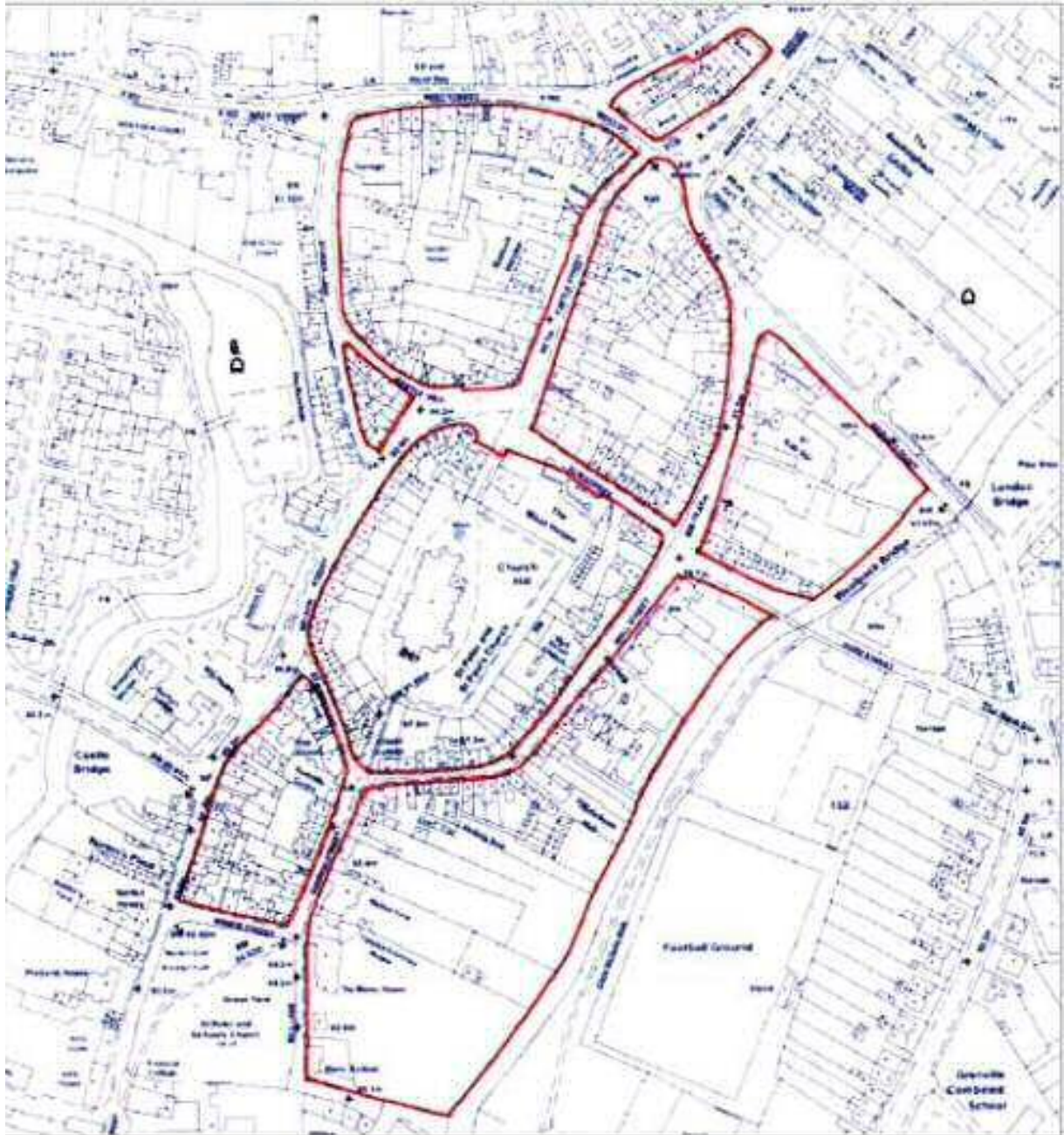
This is essentially about places and people's relationship with them; it is as much about the commonplace as about the rare, about the everyday as much as the endangered, and about the ordinary as much as the spectacular.

Definition of local distinctiveness is intricately linked to the environment, the economy, and the social ambience of a place and has been defined as that which makes a place special, differentiating it from anywhere else. Local distinctiveness is the essence of what makes a place special to us; it is the sum of landscape, wildlife, archaeology, history, traditions, buildings and crafts – everything that makes somewhere truly unique, and of course peoples memory of a place.

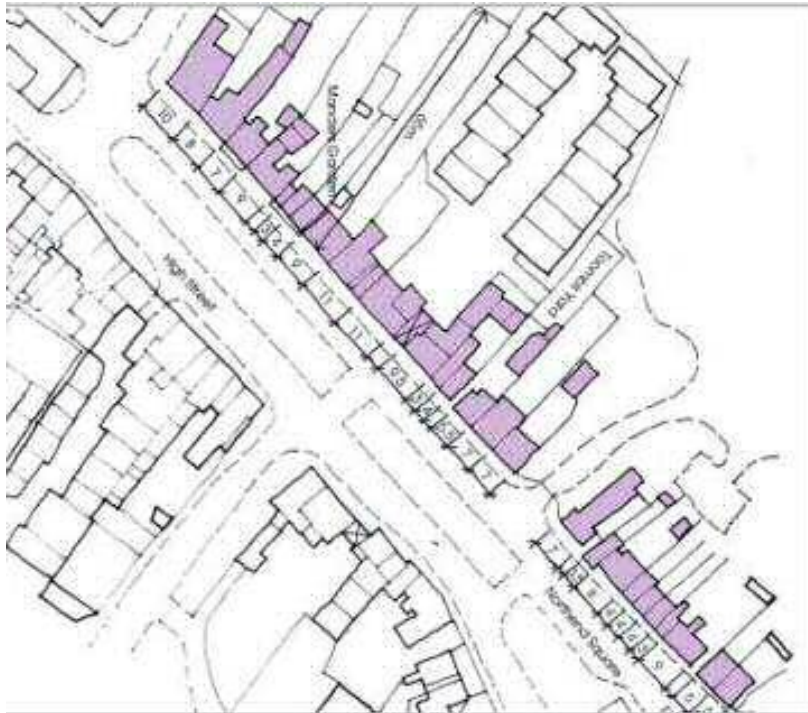
In this respect all new developments, be they houses, extensions or employment buildings, should have their design influenced by local distinctiveness.

However, this should not preclude contemporary designs provided they reflect local distinctiveness and/or the surrounding environment, then they should be encouraged.

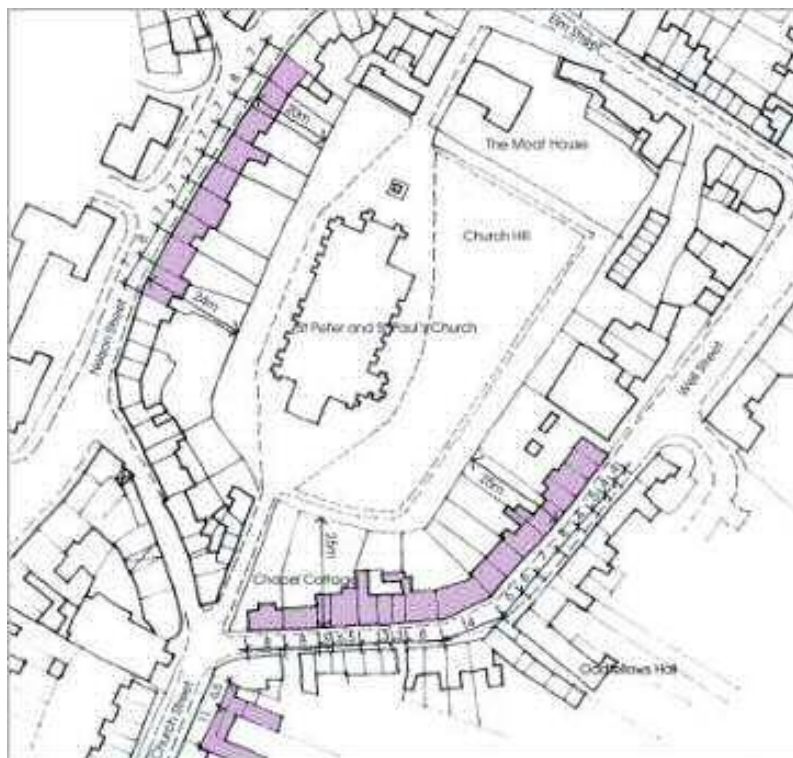
Local Character Analysis



Urban Morphology - This map shows the typical block structure and historic street pattern of the centre of Buckingham. It highlights how the town developed in this form with all buildings fronting onto the street/s, together with the regularity of diverse plot sizes in differing locations.



High Street - varied dwelling/plot widths and depths. Perimeter blocks with carriageways through to mews/developments behind



Parts of Nelson Street and Well Street - perimeter blocks with more regular plot width and depth

Buildings with carriage entrances

Carriage entrances are a common feature within the long-built terraces of Buckingham; two examples are shown here.



Castle Street



High Street

Corner Buildings

Buckingham has a wealth of uniquely designed buildings sited at corner locations; two examples are shown below, both historic, and contemporary.



Castle/Nelson Street



Whitehead Way

Roofscapes

The roof covering most widely used in Buckingham is plain clay tiles. Several later buildings have natural slate roofs.



Natural slate tile and plain clay tile

Ridge heights are generally uniform however, many of the individual streets have quite an eclectic character with buildings varying in scale, height, roof form, width of elevation and materials. Many buildings in the town have dormer windows, which are traditionally proportioned and do not dominate the street scene.



High Street - variety of ridge heights



Nelson Street - Ridge lines follow slope of the land



Dormer windows positioned away from the ridge

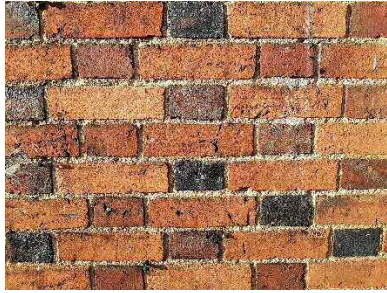
As illustrated in the above images all dwellings shown have chimney stacks, which shall be replicated on all new dwellings proposed within the Buckingham Neighbourhood Plan area.

Walls

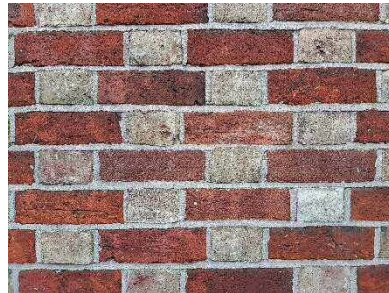
The most common wall finish within Buckingham is brick, particularly of an orange/red hue. Historically these have been laid in Flemish bond, and this practice has been continued within recent developments at Moreton Road, Lace Hill, and Summerhouse Hill.

Yellow bricks have been used but to a far lesser extent, most notably at Markhams Court and Villiers Hotel annexe.

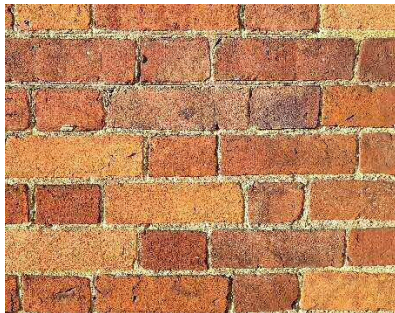
Local limestone buildings are interspersed throughout the town, whilst painted brickwork of varying colours can be seen along with stucco and render.



Flemish bond with vitreous headers



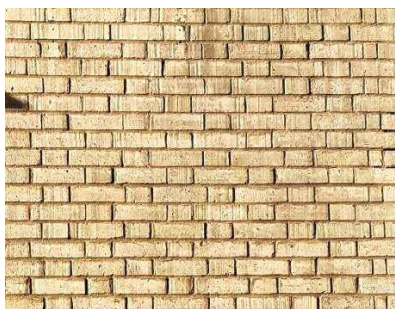
Flemish bond with pale headers



Flemish bond



Painted English bond brickwork



Yellow bricks laid in Flemish bond



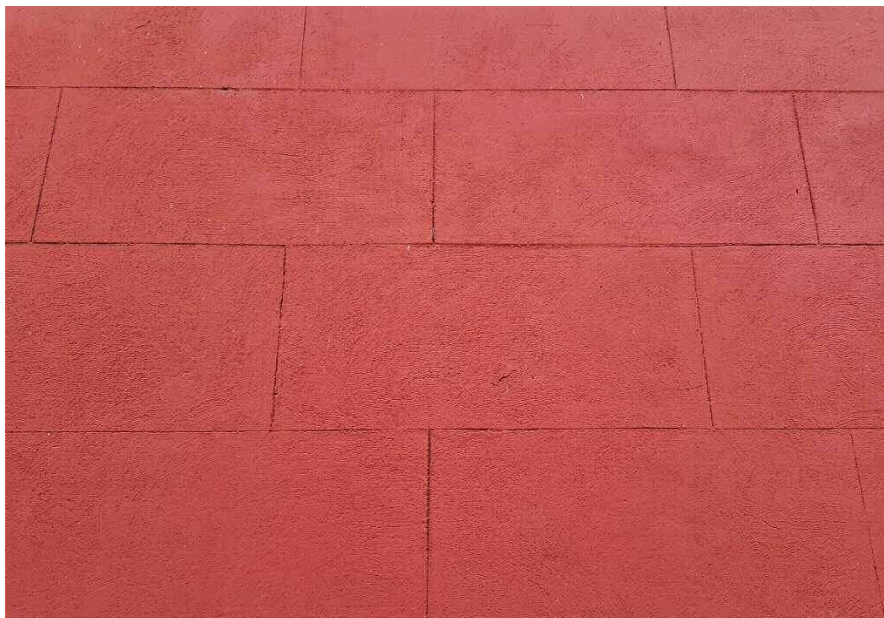
Coursed limestone rubble

Several properties within Buckingham have a '**string**' course, which is a decorative horizontal band on the exterior wall of a building, usually positioned between the ground and first floor of 2 storey properties. These can be of brick or moulded stone.

Stucco is seen most commonly within Nelson Street, Bristle Hill, Hunter Street, and Church Street. Stucco consists of lime, sand, and water, and within Buckingham is commonly ‘decorated’ with incised masonry patterning. Many stucco finishes have been painted a variety of colours as can be seen in the images below,



The incised masonry pattern can be seen on the image below.



Eaves

There are examples of decorative eaves such as ‘dentilled’ brick courses and cornices on 19th and early 20th century buildings within the historic core of Buckingham, such as The Buckingham Smokehouse (formerly The Whale PH).

Contemporary interpretations



Examples of award winning contemporary house designs recently approved within the district together with new house off Moreton Road with chimney reflecting historic landmark within Buckingham.



Lace Hill – buildings reflecting ‘alms house’ design.

The Codes

Landscape Design

The appearance and treatment of spaces between and around buildings is of equal importance to the design of the buildings themselves. New development should have a spatial and planting structure that reflects and compliments the surroundings of the site. Landscape considerations should be the starting point of the design and layout.

There should be a clear distinction between public and private space, particularly in locations that adjoin the public realm. Secure access is required to all private internal and external areas.

A Landscape Strategy for each proposed development shall be prepared to reinforce the urban design and enhance the ecological and amenity value of the sites and their immediate surroundings. The key landscape design principles of this strategy will be that the proposal:

- responds to the character of the site and its surroundings and local open spaces.
- reinforces a hierarchy of avenues and open spaces.
- strengthens site permeability and integrates vehicle, pedestrian, and cycle movements.
- identifies opportunities for communal/allotment/amenity spaces for their significant townscape value.
- integrates significant existing site features such as mature trees, hedgerows, and other landscape elements worthy of retention; existing trees and hedgerows within a proposed site should be retained within the open spaces of the proposed development.
- retains and enhances opportunities for wildlife penetration into developments by the reinforcement and retention of local habitats.
- provides safe and secure environments for inhabitants through the disposition and detail of landscape elements.
- reinforces any existing perimeter vegetation with appropriate native planting to establish an effective buffer between proposed developments and adjacent areas.
- concentrates soft landscaping areas within the site.
- handles and stores topsoil carefully to preserve and re-use this valuable resource.

Working with site features

Use existing site features to create/retain character, such as –

- Include retained buildings into new blocks.
- Allow existing levels to suggest layout option.
- Use ponds and watercourses for outlook.
- Use specimen trees as the focus for new developments.
- Use hedgerows to create structure.
- Front new buildings onto established routes.
- Formalise informal routes.

Minimum Space Standards

The distance between dwellings and the treatment of spaces around them have an important effect on the appearance of an area and the quality of life for residents, and for the developments distinctiveness. Sufficient space should be provided to meet the outdoor needs of the household including children's play, hobbies, outdoor relaxation, drying of washing and greenery.

Outlook from a dwelling is allied to privacy and both are necessary for quality of life in dwellings. Whilst an adequate standard of privacy may be achieved by the use of walls, fences or planting, consideration will need to be given to the outlook that would then be achieved, as an enclosed or cramped outlook from habitable rooms is likely to be oppressive.

The provision of enclosed private outdoor amenity space should be incorporated in the early stage of the design process. Amenity space for all dwellings shall be:

- Private, useable, functional, and safe.
- Easily accessible from living areas.
- Orientated to maximise sunlight

Private amenity space shall not be steeply sloping or awkwardly shaped to prejudice its function to accommodate relaxation and leisure activities of residents.

Minimum recommended outdoor amenity space: -

1 bedroom flat20 square metres

2+ bedroom flat40 square metres

2 bedroom house50 square metres

3 bedroom house65 square metres

4 bedroom house75 square metres

For each additional bedspace add 5 square metres.

NB calculation of outdoor amenity space shall not include parking spaces.

Space Between Dwellings

Front to front

Where 1 or 2 storey buildings face a building of similar height a minimum distance of 22 metres should be maintained between the principal windows of the dwellings.

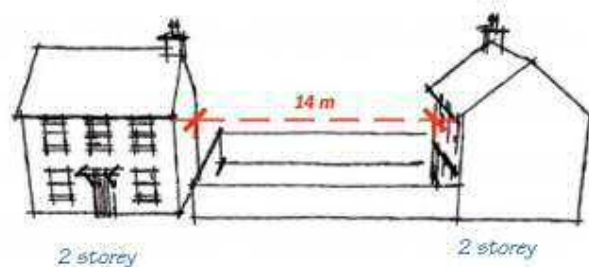


Where one or both facing dwellings are more than 2 storeys high the minimum distance between principal windows shall be 28 metres **plus an additional 3 metres setback for each additional storey.**



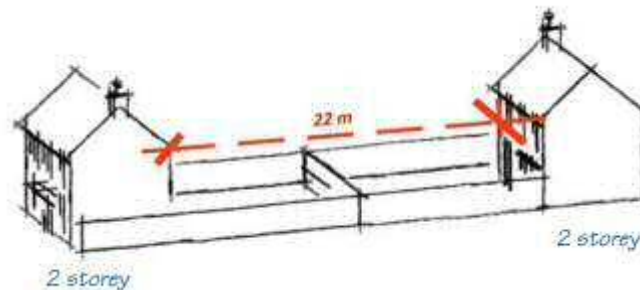
Front/back to side

Where principal windows face the wall of a 2 storey dwelling that contains no windows, or windows that contain obscured glass (e.g. bathrooms) the minimum distance shall be 14 metres. If the facing wall is 3 storeys high (with no windows) **the minimum distance shall be 17 metres, increasing by 3 metres for each additional storey.**



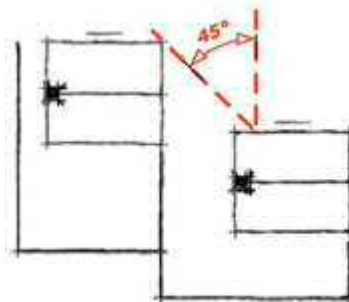
Back to back

Where the rear elevation of a 1 or 2 storey dwelling faces the rear elevation of a 1 or 2 storey dwelling a minimum distance of 22 metres shall be maintained. If one of the dwellings is 3 storeys high than a **minimum distance of 28 metres shall be maintained, increasing by 3 metres for each additional storey.**



45 degree rule

New buildings that are sited close to the principal windows of existing properties shall be designed so that there is no obstruction to daylight beyond a horizontal angle of 45 degrees, measured on plan view, from the nearest jamb of the principal window of an adjoining property.



New buildings that are proposed to be sited facing principal windows of existing properties shall be designed so that there is no obstruction to daylight beyond a vertical angle of 45 degrees measured from the nearest jamb of the principal window(s) of an adjoining property.

NB distances between dwellings may be relaxed depending on individual site circumstances and provided the reasons given are considered acceptable in terms of the overall concept and design quality.

Balconies for flats/apartments

Whether these are located internally from the face of the building, or attached externally, balconies will have a minimum floorspace of 4 square metres to allow functional use.

Street hierarchy

Movement network – primary road

The primary road is the focus for vehicular, cyclist and pedestrian activity. It provides the primary vehicular route into and through the site. The primary road should exhibit a character that respects the rural surroundings of the site and include stands of tree planting, either set within shared or open spaces.

NB Tree planting, including appropriate species, within highway limits should be agreed with the highway authority prior to submission of planning applications together with a long-term maintenance agreement (for the trees).

Design criteria for primary road

Target speed 20mph

Carriageway width – 3m at pinch points – 6.1m

Kerb (where used) – conservation style.

Junctions off primary road delineated with differing surface materials.

Footway width - 2m minimum

Minimum swept path requirement – refuse collection vehicles, emergency vehicles, and public transport vehicles.

Traffic calming – through carriageway alignment, junction surface treatments, and changes in priority.

Planting - extra heavy standard 18cm plus girth trees, species to be agreed with local authority.

Design criteria for secondary street

Target speed 20mph

Carriageway width – 3m at pinch points - 5.5m.

Kerb (where used) – conservation style.

Footway width - 2m minimum.

Minimum swept path requirement – refuse collection vehicles and emergency vehicles.

Traffic calming – through carriageway alignment, junction surface treatments, and changes in priority.

Planting – semi mature 35cm plus girth trees, species to be agreed with local authority.

Design criteria for tertiary streets

Target speed 10mph

Carriageway width – 3.7m - 5.0m.

Footway – use carriageway as shared surface.

Minimum swept path requirement – refuse collection vehicles and emergency vehicles.

Traffic calming – shared surface that clearly delineates public and private spaces, with planting and landscape elements designed into street layout as additional calming measures.

Planting - Extra heavy standard 18cm plus girth trees, species to be agreed with local authority.

NB Indicative highway standards to be tailored to site circumstances.

Street nameplates – fixed to buildings, walls, or railings.

Streetlights – attached to buildings where/if possible.

Parking arrangements

Parking courts, where proposed, should be located to the front of dwellings to ensure surveillance and security of vehicles. The image below (right) indicates how a parking court to the front of dwellings can be achieved.

Indicative Arrangement: On-Street Parking



- 1 Parallel parking to the frontage as part of a parking bay.
- 2 Residents can easily access and view their cars.
- 3 Street trees will help to demarcate the parking area and soften the view of parked cars.

Indicative Arrangement: On-Street Frontage Courtyard



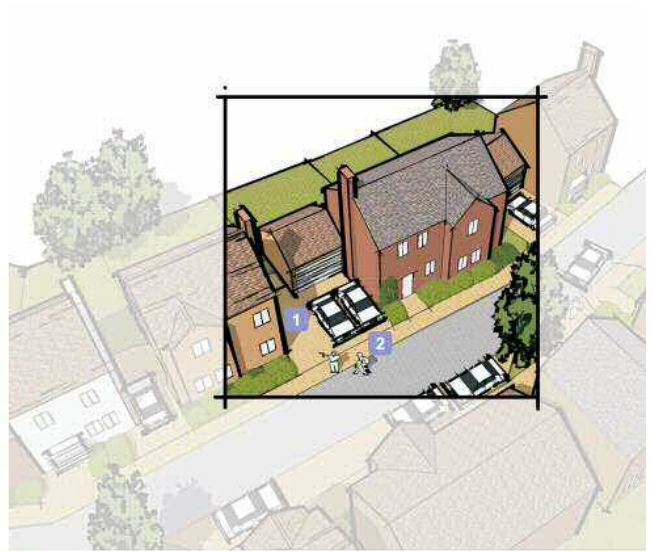
- 1 On street parking as part of a courtyard/cul-de-sac arrangement.
- 2 Residents can easily view and access their cars.
- 3 Cars stored away from street frontage.
- 4 Street trees used to help soften the view of parked vehicles.

Indicative Arrangement: On-Plot Undercroft



- 1 Buildings designed to allow for ground level parking space within the building footprint. This could lead to a garage to the rear of the plot.
- 2 Design solution helps to create a continuous building line, and stores vehicles away from the frontage.

Indicative Arrangement: On-Plot



- 1 Drive to the side or rear of the plot, which could lead to a garage.
- 2 Space for vehicle to safely pull in from the carriageway.



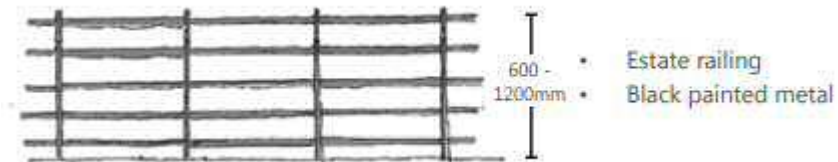
Example of front parking area, Fishers Field, Buckingham

Boundary treatments

Boundary treatments heavily influence the characteristics of a street and demarcate division between the public and private realms.

The boundary treatments to be used within new developments should include:-

Metal estate railings painted black to front gardens (including gates).



1.8m high brick garden walls where plot boundaries adjoin the public realm.

Native hedge planting to plot frontages e.g., Privet (*Ligustrum × ibolium*).

Close boarded fence to rear/side boundaries only where they adjoin neighbouring gardens that do not front onto the public realm.

Building design

To ensure that local distinctiveness is realised within proposed housing developments the following standards will apply.

Span depths – 5.5m to 8.5m maximum.

Ridge heights – 7.0m – 8.5m maximum.

Brick bonding – the external face of 2 ½ and 3 storey buildings shall be laid in Flemish bond.

Stonework – guillotine cut local limestone coursed as per local practice.

Height from DPC to eaves should be greater than height between eaves and ridge.

Angle of roof slope should be maximum 35 degrees where natural slate is used and 50 degrees maximum where plain clay tiles are used.

Chimneys to all dwellings.

1st floor window heads should adjoin eaves.

Window and door reveals should be a minimum of 100mm

Flat arch brick voussiors to window heads (to match the brick used for the proposed building).

(Where round brick arches are proposed the window frames shall be curved at the top to fill the opening)

Use of coloured window frames such as pale green, pale blue, grey, and black as opposed to 100% white.

Materials

Red/orange brick, occasional yellow brick (that matches the local hue), natural limestone, stucco/render, plain clay tiles, and natural slate to be used throughout all proposed developments.

NB where contemporary designs are proposed the above codes may be relaxed should the proposal reflect the local distinctiveness of Buckingham.



New dwelling within Lace Hill designed and built to reflect the local distinctiveness of Buckingham.

Further guidance

In relation to other developments, extensions, shop fronts etc, the following supplementary planning and guidance can be found within the Buckinghamshire Council – Aylesbury Vale Area website, under Planning Policy.

New houses in towns and villages – adopted October 1992.

Building Materials – adopted January 1995.

Safety through design – adopted September 2001.

Car parking guidelines – adopted April 2002.

Shop fronts – adopted July 2003.

Residential extensions (as updated) – adopted November 2013.

From: [REDACTED]

Sent: 27 February 2021 16:12

To: [REDACTED]

Subject: Aylesbury Vale Local Plan Examination - Hearing Sessions

Good Afternoon,

As you responded to the consultation on the Main Modifications of the Aylesbury Vale Local Plan, I am writing to advise you that further Hearing Sessions have now been arranged following the consultation.

The Hearing Sessions will be held virtually and will take place over four days on the following dates:-

Tuesday 13 April 2021

Wednesday 14th April 2021

Thursday 15th April 2021

Friday 16th April 2021

Full details on the Hearing Sessions can be viewed on the Modifications Hearing Sessions page of the Examination pages which can be accessed through the link below:-

<https://www.aylesburyvaledc.gov.uk/hearing-sessions-valp-main-modifications-2021>

The Inspector's Discussion Document D8 (referenced EX265) setting out his initial considerations on the representations made on the Main Modifications can be viewed on the Hearing Sessions page, together with Draft Programme and Participants and the Agendas for the hearing sessions.

Hearing Statements: The Inspector is not inviting hearing statements for these hearing sessions. He has read all the representations and does not require further information prior to the sessions.

Participation in the Hearing sessions: The participants for these hearing sessions are shown on the attached Draft Programme. The Inspector has limited participants to the Representors listed in his Discussion Document D8, and those Representors who presented a cogent argument relating to soundness in their consultation response which the Inspector wishes to examine. If either you or your client is listed as a participant in any of these sessions, please confirm with me by **Monday 15 March** if you wish to take part. Further information on how the hearing sessions will be run will be sent out to those who are taking part after 15 March.

Listening to the Discussions at the Hearings: All the hearing sessions will be recorded and will be available

via the link below as soon as possible following each hearing session:-

<https://www.aylesburyvaledc.gov.uk/webcasts>

Please get in contact with me if you have any queries about the Hearing Sessions, or the Examination in general, and I will be happy to help.

Kind regards,

Louise

[REDACTED]

Modifications Hearings Session: Maids Moreton, Buckingham sites and transport strategy

Summary of issues

My understanding of the thrust of the representations is as follows:

MMO006

- Village wrongly categorised as a medium village in the settlement hierarchy (ii)(vi)(vii)
- Lack of local supporting infrastructure (i)(vi)(vii)
- Inconsistent with policy D2 (i)
- Not suitable in 2015 HELAA (i)
- Least suitable site in village in SA 2017(v)
- Disproportionate to village (i)(vi)(vii)
- No local employment, so lead to commuting (i)
- No satisfactory vehicular access (i)
- Greenfield site, loss of farmland (i)(vi)(vii)
- Impact on wildlife (i)
- Impact on heritage assets
- Flood risk
- Increase in site area

Buckingham sites and transport strategy

Buckingham Town Council seeks the removal of Buckingham from the settlement hierarchy because of the findings of the transport modelling.

Maids Moreton PC points out that “the single most high scoring mitigation for transport relief around Buckingham is the western relief road”. Until it is reinstated, there should be no more development in Buckingham. Proceeding with BUC043 and MMO006 is inconsistent with the abandonment of BUC051.

David Lock of Hallam Land similarly argues that either allocations BUC043, 046 and MMO006 should be deleted, or that allocations BUC025 and 051 should be reinstated; that MM082 is unsound because the transport infrastructure proposals are either not justified, or their costs and provision need to be shared between a greater number of site allocations; that the additional transport modelling does not demonstrate that the proposed mitigation strategy would have an acceptable impact on the town centre; that the Infrastructure Delivery Plan makes it clear that the western link road is necessary transport infrastructure and that MM020 (policy T3) is unsound because it does not include the western link road.

Geoff Armstrong has a detailed point about MM082.

Potential participants: Inspector, Council, For Maids Moreton; (i) Carolyn Cumming (Buckingham Society), (ii) Jeremy Bloss, (iii) Aaron Hales, (iv) P D Hardcastle, (v) Anthony, Rhoda, Cheryl and Simon Mallett (vi) Kate Pryke (Maids Moreton and Foscoote Action Group), (vii) Lady Rima Scott obo Foscoote Parish meeting, (viii) Jane Wood, For Buckingham sites; Geoff Armstrong of Armstrong Rigg obo Bellway, David Lock of Hallam Land, Buckingham Town Council, Maids Moreton PC, Councillor Warren Whyte

The Council's response

In relation to MMO006 is contained within its responses to representations on MM101

- Responses 5, 17 and 22 address the settlement hierarchy point
- Response 3 addresses the supporting infrastructure point
- Responses 1, 15 16 and 18 address the HELAA point
- Responses 4, 23 and 25 address the SA point
- Responses 6, 10, 13 and 14 address the proportionality point
- Responses 7 and 21 address the commuting point
- Response 24 addresses the access point
- Responses 2 and 8 address the greenfield land and loss of farmland point
- Response 26 addresses the wildlife point
- Responses 11 and 18 address the heritage point
- Response 28 addresses floodrisk
- Response 33 addresses site area

In relation to the Buckingham sites and transport strategy the Council’s response is contained in its responses to MMs 204 and 206 on pages 48 and 49 of “batch 1” of its responses to representations and to MMs070, 082-3, 205 and 210 in “batch 3” of its responses and in the document “Combined transport responses to VALP Main Modifications”, responses RES002, RES019 and RES 022.

Matters for discussion

1. Have I correctly understood the thrust of the representations and the structure of the Council’s responses?
2. Counter-responses on MMO006
 - hierarchy
 - Supporting infrastructure
 - HELAA
 - SA
 - Proportionality
 - employment

- Transport
 - Greenfield site
 - wildlife
 - heritage
 - floodrisk
 - site area
3. Counter-responses on Buckingham sites and transport strategy
 4. Any other points?

P.W. Clark
Inspector

12.02.21

Last updated 1 Mar 2021

Updating Winslow's Neighbourhood Plan Response Form

The consultation leaflet set out the views of the Town Council's Steering Group – really as a way of stimulating comment from the community at large. **So please tell us what you think before 6 April 2021** by:

- responding using the on-line form at <http://tiny.cc/zqt7tz>; or
- completing and returning this Response Form (or send a letter) to
Plan at Winslow Town Council, 28 High Street, Winslow MK18 3HF; or
- sending an e-mail to plan@winslowtowncouncil.gov.uk with your answers to these questions and any additional comments.



Please clearly tick or circle your answer to each question and add your own comments on each topic

In general terms, do you think the proposals set out in this note would be a good basis for the revised Neighbourhood Plan?

Yes Mostly No

Comment:

Do you agree with the proposals for new housing in the town?

Yes No Too much Too little In the wrong place Wrong mix

Comment:

Do you agree with the proposals for accommodating more employment within the town?

Yes No Too much Too little In the wrong place

Comment:

What do you think about the proposals for facilities within the town?

- | | | |
|---|----------------------------------|---------------------------------|
| a) Retail in the town centre | <input type="checkbox"/> Support | <input type="checkbox"/> Oppose |
| b) Community spaces on the "Heart of Winslow" | <input type="checkbox"/> Support | <input type="checkbox"/> Oppose |
| c) Sports facilities at the proposed Sports Hub | <input type="checkbox"/> Support | <input type="checkbox"/> Oppose |
| d) Health and Library at the former Winslow Centre site | <input type="checkbox"/> Support | <input type="checkbox"/> Oppose |

Comment:

What do you think about the proposals for travel and transport?

- | | | |
|--------------------------------------|----------------------------------|---------------------------------|
| a) In respect of the railway station | <input type="checkbox"/> Support | <input type="checkbox"/> Oppose |
| b) In respect of town centre parking | <input type="checkbox"/> Support | <input type="checkbox"/> Oppose |
| c) In respect of cycleway provision | <input type="checkbox"/> Support | <input type="checkbox"/> Oppose |
| d) In respect of traffic growth | <input type="checkbox"/> Support | <input type="checkbox"/> Oppose |

Comment:

Updating Winslow's Neighbourhood Plan **Response Form continued**

Do you agree with the revised Settlement Boundary?

Yes No

Comment:

Do you agree that there are no exceptional circumstances in Winslow that require special environmental policies in the Neighbourhood Plan?

Yes No

Comment:

Do you accept the list of items that will no longer appear in the revised Neighbourhood Plan?

Yes No

Comment:

Any other comments about the revision of the Neighbourhood Plan:

Comment:

For classification purposes, what is your connection with the town?

I live in the town I work in the town I use the facilities the town offers

If you would like to be kept informed of progress with the Neighbourhood Plan revision then please provide your email address (which will be used only for communication related to the Neighbourhood Plan)

What is your home postcode?

**Plan
Winslow Town Council
28 High Street
Winslow
Buckingham
MK18 3HF**

Regular actions

Minute	Actions	Minute	News Releases	Date of appearance
1106/20	6 via Parish Channel 3 trees via Comments tab	1112/20	Number of felling applications (ATP & ATC)	

Other actions

Subject	Minute	Form	Rating √ = done	Response received
Buckinghamshire Council				
Decisions	1016/20	Query lack of decisions	√	
Call-in requests				
Call-ins	1108.3 1108.4	Oddfellows Hall – WW The Pightle housing - CC	√ √	Accepted and actioned CC refused; RS actioned but not accepted by BC; Cllr. Stuchbury to report on any progress (Agenda 9.2.1)
Enforcement reports and queries				
Page Hill	857/20	Unauthorised encroachment onto public land? Cllr. O'Donoghue to obtain addresses	√	Reports and photos received from several Councillors; Cllr. Newell's awaited before forwarding to BC
Well St. bollard	857/20	Replacement of 'temporary' (Feb.20) bollard	√	
Neighbourhood Plan Review				
Other:				
Surgery applications	40/20 762.1/20	Town Clerk to investigate whether North End and Verney Close surgeries can be designated Community Assets Environment Committee to set up meeting with Swan Practice		Town Clerk's report at agenda 5.3 Verbal update agenda 5.1
Litter	723.4	All Members to encourage public to act		

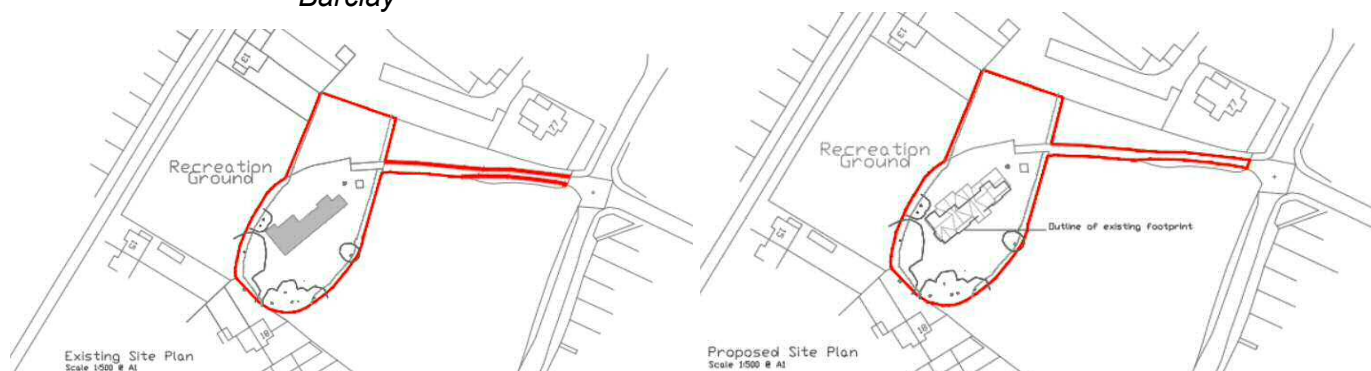
Subject	Minute	Form	Rating √ = done	Response received
Cornwalls Meadow car park	983.2/20	Request formalisation of desire line by bridge	√	
Sign by Prezzo	985/20	Request removal of sign for temporary crossing	√	
Summerhouse Hill	1023/20	Photo damage and request structural report; check No Through Road sign	√	No Through Road sign on both sides of entrance from Moreton Road
Oxford-Cambridge Arc	1104/20	Place on next agenda for discussion	√	Agenda 5.1
Tree applications	1112/20	Town Clerk to investigate putting past applications on website Town Clerk to do press release on number of trees felled (ATP & ATC)	√	

PLANNING COMMITTEE
MONDAY 22nd MARCH 2021

Contact Officer: Mrs. K. McElligott, Planning Clerk

Additional information on Planning Applications

1. **21/00270/APP** 73 Moreton Road [Roxwell], MK18 1JZ
 Demolition of existing dwelling and erection of new dwelling
Barclay



The site is that of an isolated house between Overn Avenue play area and the 'rough ground' subject to an application for 12 houses on Moreton Road (19/00902/ADP). It is accessed from Moreton Road opposite the top of Addington Road, though this access is to be modified by the 12-house application. To the north is the disused former garage court off Western Avenue and to the south the gardens of Overn Close.

The existing house was built between WWI and WWII and the applicant has decided that demolition and rebuilding is better than bringing it up to modern standards of insulation and convenience and would enable sustainable elements such as ground source heat pumps, solar panels and better insulation to be integrated into the design.

The new building would be on approximately the same footprint, retaining the main entrance on the NW-facing elevation, two storeyed with four bedrooms, and the roof ridge will be stepped down in four sections from the sitting room chimney at the southern end to the single storey double garage at the northern. None of the existing trees and hedges will be affected.

Materials are not detailed but appear to be brick and tile, as the existing building is.



Existing ↑ and Proposed ↓



North Elevation
Scale 1/8" = 1'-0"

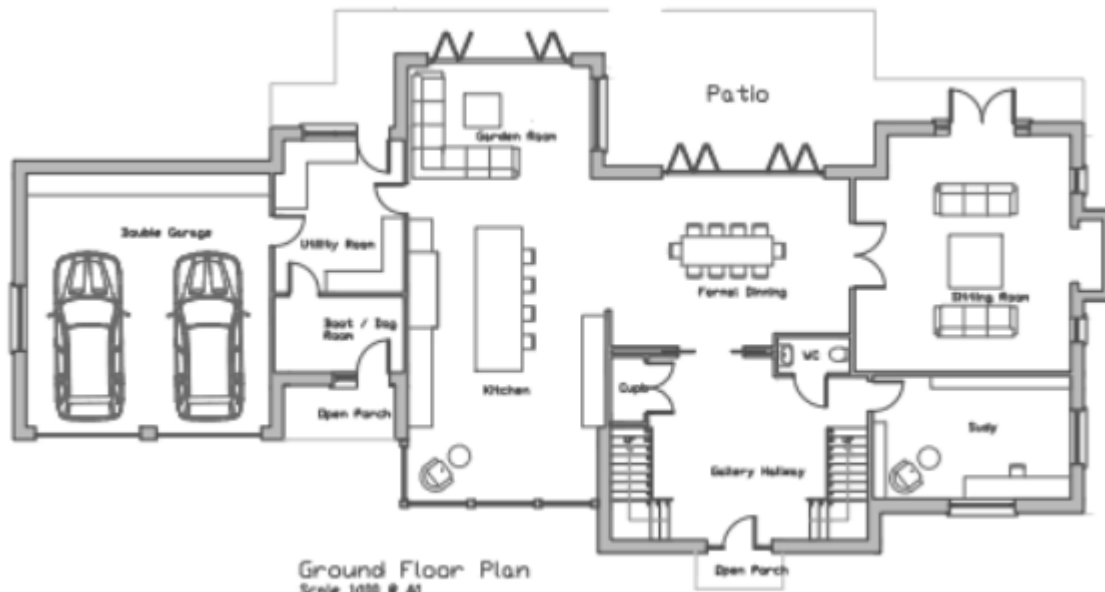


Existing ↑ and Proposed ↓

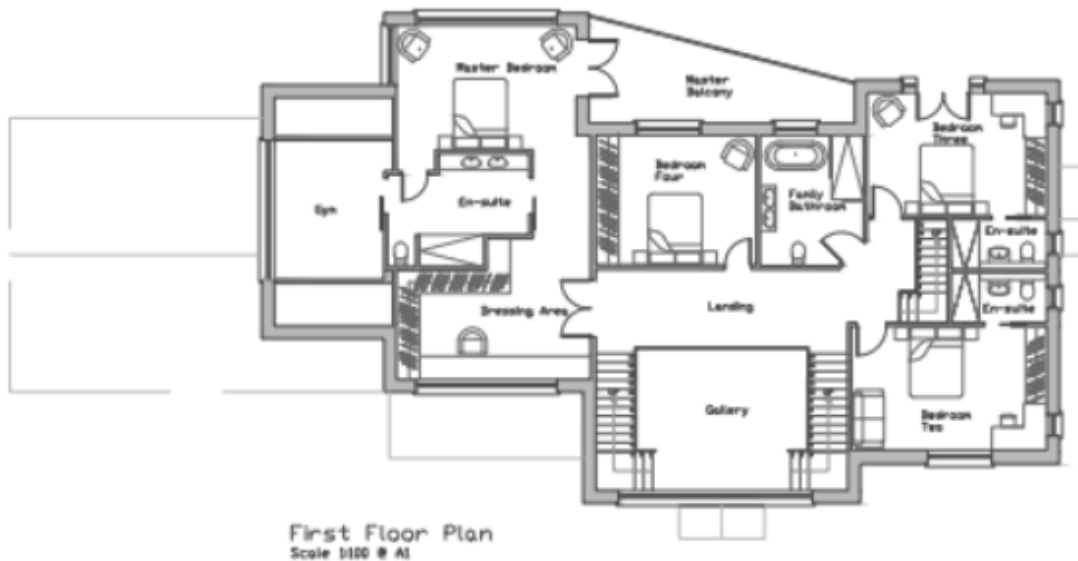


South Elevation
Scale 1/120 @ A1

Proposed floor plans

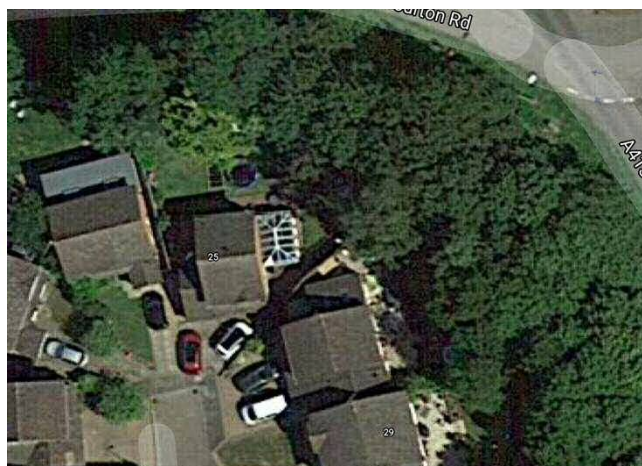
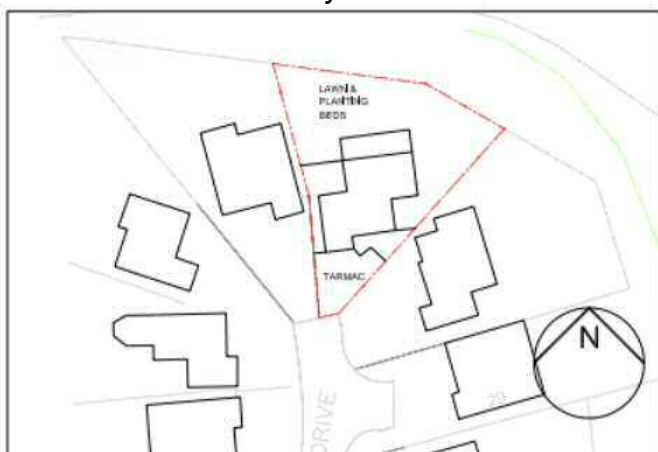


Ground Floor Plan
Scale 1/100 @ A1



First Floor Plan
Scale 1/100 @ A1

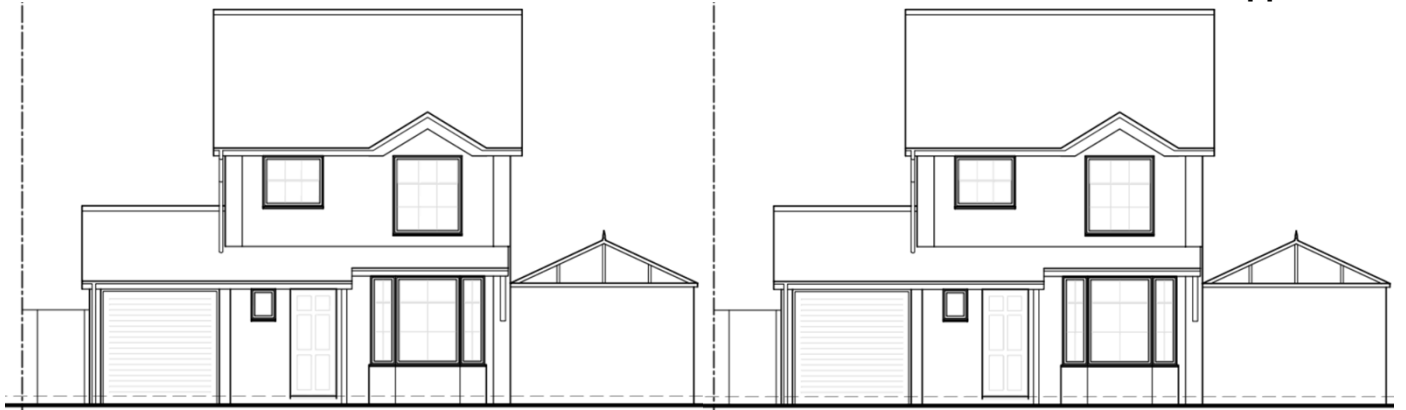
2. **21/00449/APP** 25 Willow Drive, MK18 7JH
Single storey extension and part garage conversion to dwellinghouse
Doyle



The site is at the end of a cul-de-sac off Willow Drive, and backs on to the Bourton Road close to the bypass roundabout. It is kite-shaped with a narrow driveway access, and the house is set down somewhat from its neighbour to the south and slightly higher than its neighbour to the west. From the picture above it can be seen that there is no uniform style to the street elevations. There is a conservatory used as a dining room on the east wall, a verandah with single pitch roof and decked floor across the rear of the house and a gabled-roof garage on the west wall. A gated passage, rather over 1m wide, gives access to the rear alongside the garage.

The proposal seeks to construct a flat-roofed extension to the garage as far back as the edge of the existing decking (c.2.5m beyond the house wall); partitioning off part of the front of the garage to leave a store 2m deep, with a utility room behind (with the existing side door to the kitchen relocated to form an access), a shower room/toilet with window on to the side passage, and a sitting room with a window on to the garden. The existing cloakroom by the front door is to be removed, leaving a larger hallway. It can be assumed that the shower-room window will be frosted glass, so there are no overlooking issues. The side gate will be moved forward of the utility room door. The up-and-over garage door is retained.

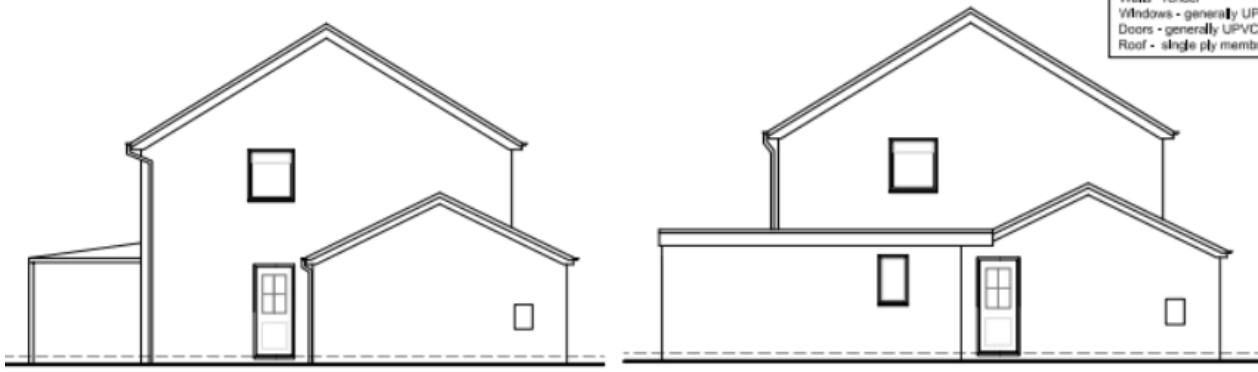
Materials are given as rendered walls, windows and doors uPVC to match existing, and the roof single-ply membrane or GRP.



Existing front elevation

Proposed – no change except the side gate moved forward

Materials for extensions
Walls - render
Windows - generally UPVC to match existing
Doors - generally UPVC to match existing
Roof - single ply membrane or GRP



Existing and Proposed side elevation



Existing and Proposed rear elevation



Existing and Proposed ground floor layouts - rotated to match Location Plan and satellite photo

3. **21/00583/APP** 19 Bridge Street, MK18 1AF
 Change of use of a dwellinghouse (ground floor only) (Class C3) to hot food takeaway unit (Class A5/sui generis) and drycleaners unit (Class A1/E) including the installation of one (1) oven air extract, terminating via a chimney flue at the side northern elevation of the building and a number of other external alterations
Godhania





Listed Buildings – dark red;
Conservation Area – green

(Google 2018): showing pedestrian crossing and Bourton Road junction

The site lies between Ganderton’s Garage (20 Bridge Street) and the rear of the first few houses on Bourton Road. The terrace of five houses (13-17) and New Inn (18) opposite are Grade II Listed, as are two of the Bourton Road houses, 3 and 5a/5b; there are allotments to the rear. Though Nos 19 & 20 are not within the Conservation Area all the other surrounding houses are, and Ganderton’s upper floor is residential and occupied. A pedestrian-controlled crossing is immediately outside the premises, and vision for emerging vehicles to the left of the access is compromised by the garden wall. The site slopes up from front to back, to the extent that the rear of the first floor is at ‘ground level’.



Photos March 2021

1	77/00384/AV	ERECTION OF A DWELLING	APPROV
2	21/00583/APP	Change of use of a dwellinghouse (ground floor only) (Class C3) to hot food takeaway unit (Class A5/sui generis) and drycleaners unit (Class A1/E) including the installation of one (1) oven air extract, terminating via a chimney flue at the side northern elevation of the building and a number of other external alterations	Pending Consideration

As can be seen from the planning history and photos above, the existing building is comparatively recent, and of traditional construction. The proposal is to change the ground floor into a takeaway, and a drycleaners (for the re-located Market Hill firm). The first floor will remain as a 3-bedroom residential flat, though unoccupied at present. The existing ground floor is a garage, storerooms and an office.

There is a comprehensive Planning, Design and Access Statement with the documents, which includes a Sequential Test laying out the reasons why the change of use is permissible. Small errors seem to indicate this is a desk-top report – Phillips Ford and Sainsbury’s are not on Bridge Street, and the site is not 110m (1½ minutes) walk away from the bus station – what it is referring to is a bus stop for the 60/X60 service on

London Road.

The takeaway (pizza and doner kebab) will occupy the northern (left hand) unit of the ground floor and the drycleaners the right hand, with separate entrances. The internal staircase will be removed (an external one already exists on the southern side of the building).

The drycleaners will open from 9am – 6pm, Monday – Saturday, and will also have a commercial collection and delivery service for businesses, schools and sports clubs. (When cleared) the forecourt will accommodate seven vehicles (two parallel to the northern fence, five at right angles to the southern), which includes two spaces for the residents of the flat, per guidelines.

The cleaners will have an air compressor with noise dampening, and the takeaway a flue on the side of the building for its extraction/ventilation equipment (which will be fitted with odour filters). Statements for both have been submitted. Refuse will be stored at the rear of the building in a timber bin enclosure, and the bins brought forward on collection days. The brick wall along the frontage is to be repaired, and new fencing installed with small downlighters at intervals along it. The entire frontage will be relaid with tarmac. A drainage channel will be installed across the entrance to catch surface water from the increased hardstanding.

The Planning Statement references the relevant paragraphs of the NPPF, AVDLP and emerging VALP, policy EE4 of the BNDP and the GL Hearn report on the town centre retail area. The Sequential Test points out that the site is on the edge of the town centre, and is more sustainable than the present drycleaners' premises because of the large parking space, which enables expansion of the commercial side of the business, and provides an easy drop-off and collection point for domestic customers. It will also free up a town centre unit for occupation by a company offering a service or retail goods more suited to a 'shopping trip' than picking up the cleaning.

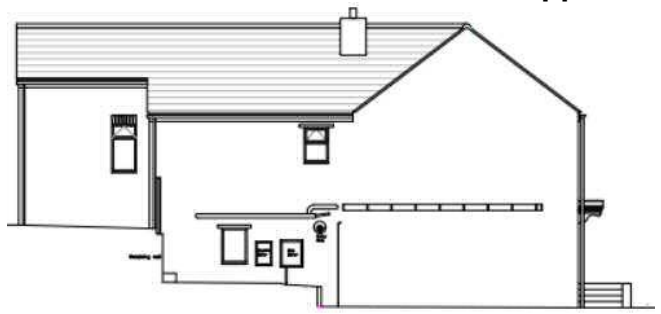
The Test does not have to be applied to a takeaway food outlet.

There are no figures for increase in traffic movements, and though there is existing traffic in and out of Ganderton's next-door, the access to this site is very close indeed to the pedestrian crossing and without the good vision each way the garage forecourt gives. Members are recommended to read Mr. Ganderton's comments on the website for a comprehensive description of his concerns.

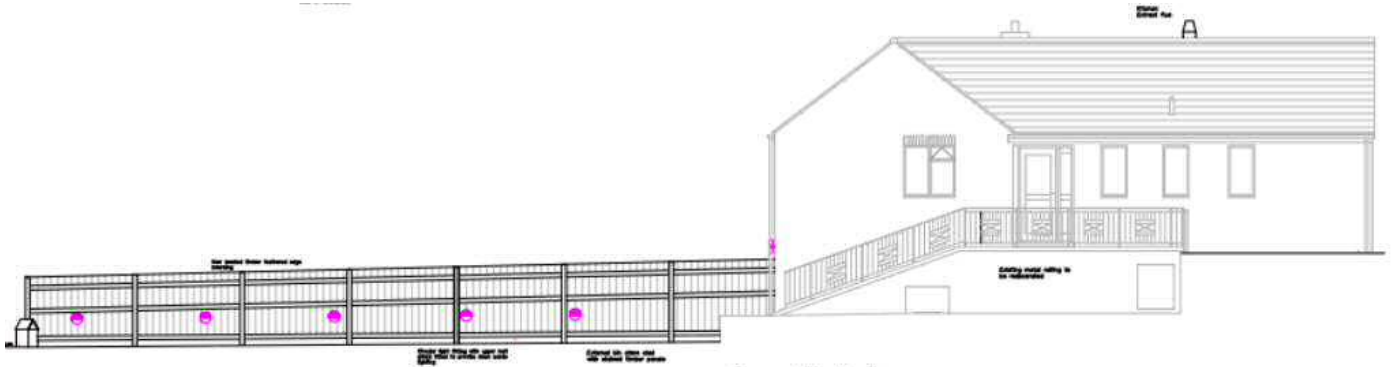




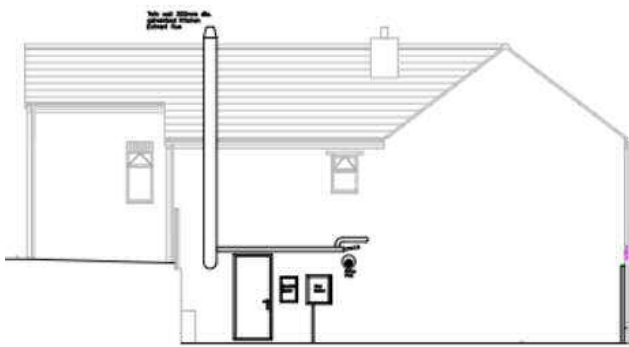
Existing side Elevation



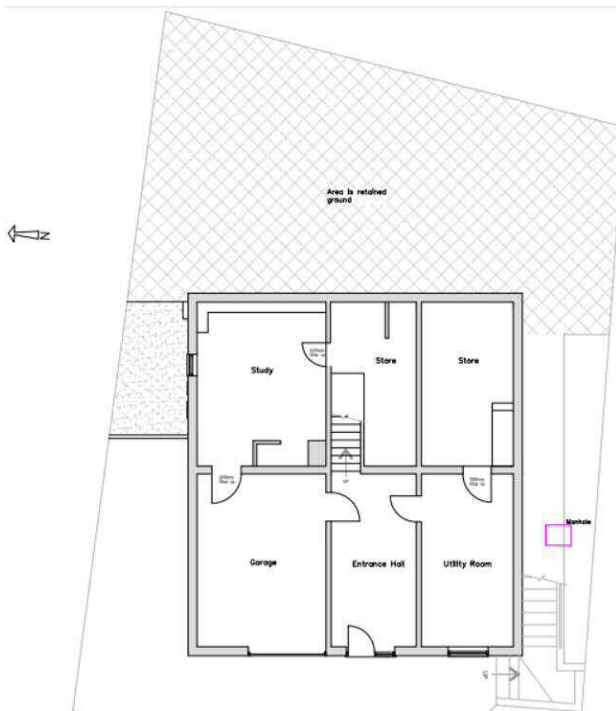
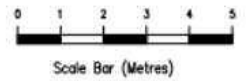
Existing Side Elevation



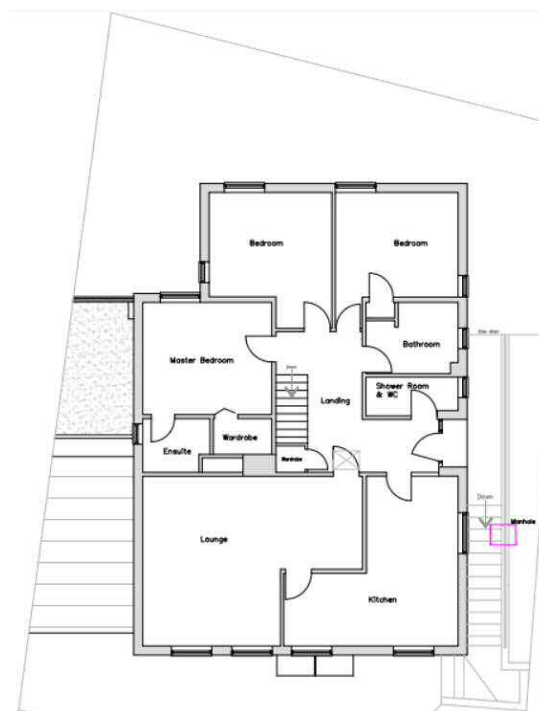
Proposed side Elevation



Proposed Side Elevation



Existing ground floor



Existing first floor



Proposed ground and first floor layouts

4. **21/00630/APP** 59 Burleigh Piece, MK18 7BA
Single storey rear extension
Hussain



The site is the shop unit facing the Pitchford Walk parking area/green on Linden Village. Although the address is given as 57, the building is in fact 17/18 Pitchford Walk and 57/59 Burleigh Piece (18 and 59 are the first floor flats) and the proposed extension runs across the rear of both commercial premises and laps round the side of №17. The AVDC mapping (above left) shows the existing shed at the rear of 57, but this does not feature on the submitted drawings – the rear wall is shown as continuous with that of №17 on both Existing and Proposed drawings – so it is presumably to be demolished. Note that the red-line boundary does not match that of the Block Plan submitted (above right). The flue on the rear of the building is not shown on the floor plans, only on the elevations, so how the new roof is to accommodate it is unknown. There is a double garage on the road side of №57 and a delivery yard behind the premises. №17 is currently operating as a takeaway (Flaming Crispy Chicken). The proposal is to add a c.4m deep single storey extension with lean-to roof across the whole width of the back of the building and round the corner part way along the side of №17 to house relocated toilet facilities.

Materials to match existing.
 Combined planning history:

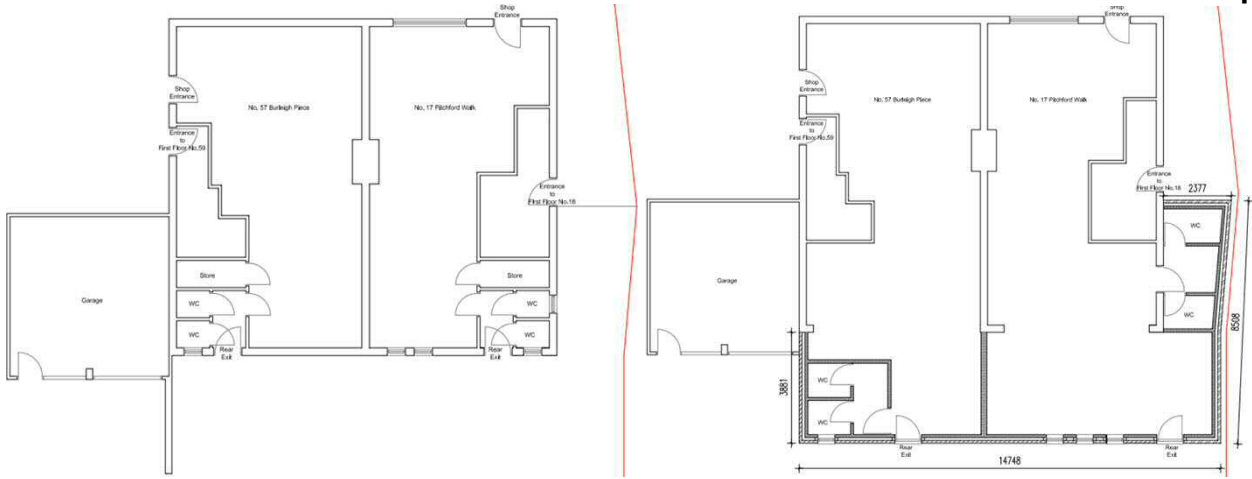
1	Phase 7	81/01841/AV	Erection of 21 houses, 2 flats and 2 shops	Approved
2	No 57	87/00392/APP	Replacement shop front	Pl. Permission not required
3	No 17	04/02878/APP	Change of use from takeaway to restaurant	Pl. Permission not required
4	No 17	04/03309/AAD	Internally lit fascia sign.	Approved
5	No 59	96/01710/APP	CHANGE OF USE FROM RETAIL (A1) TO PREMISES SERVING TAKE AWAY FOOD (A3)	Approved
6	No 59	21/00630/APP	Single storey rear extension	Pending Consideration



↑16 Pitchford Walk on the left, and beyond the skips↓



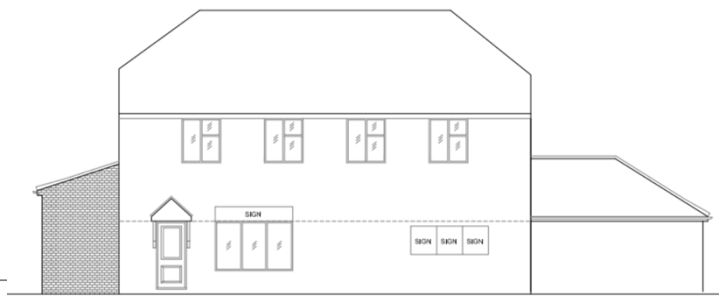
Photos : March 2021



Existing and proposed floor plans



EXISTING FRONT ELEVATION



PROPOSED FRONT ELEVATION



EXISTING REAR ELEVATION



PROPOSED REAR ELEVATION



EXISTING SIDE ELEVATION

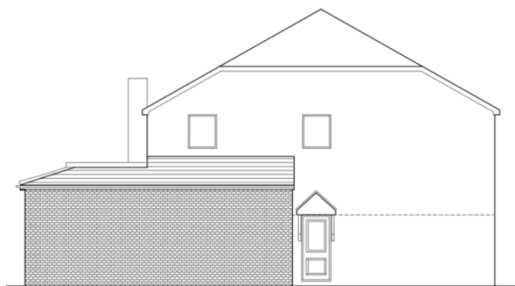


PROPOSED SIDE ELEVATION

Facing Burleigh Piece



EXISTING SIDE ELEVATION

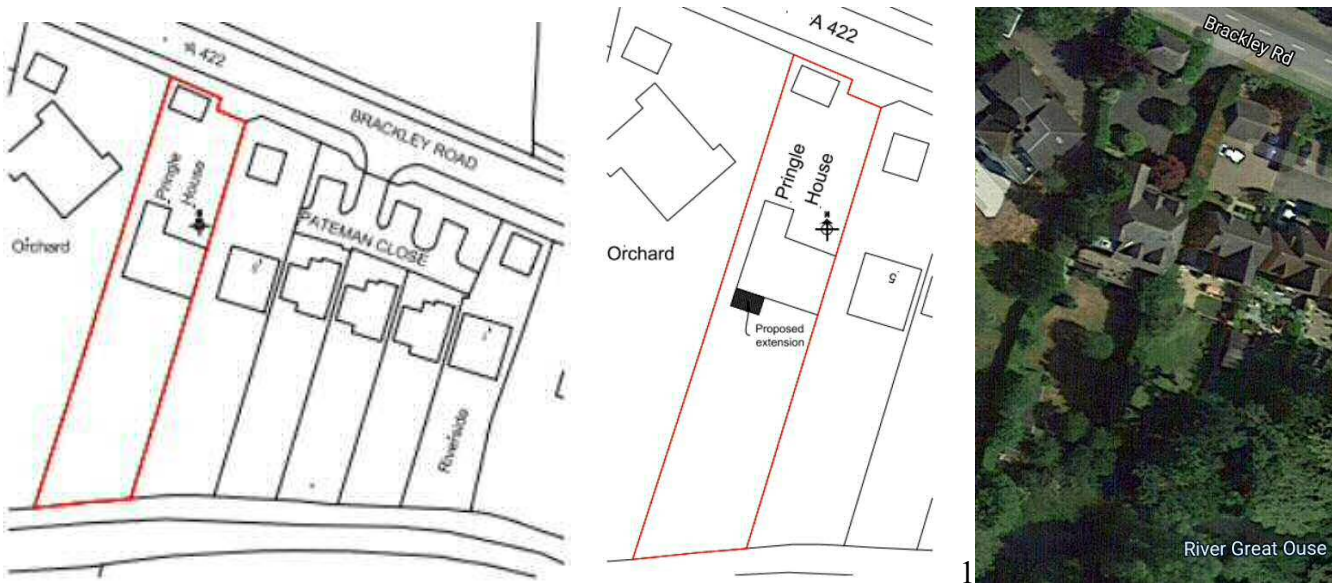


PROPOSED SIDE ELEVATION

Facing 16 Pitchford Walk

5. **21/00637/APP** Pringle House, Brackley Road, MK18 1JD
 Single storey rear extension, rooflights and internal alterations
 Stewart

1	83/00467/AV	SITE FOR DWELLING	APPROV
2	84/00163/AV	ERECTION OF DWELLING	APPROV
3	84/00982/AV	EXTENSION	APPROV
4	21/00637/APP	Single storey rear extension, rooflights and internal alterations.	Pending Consideration

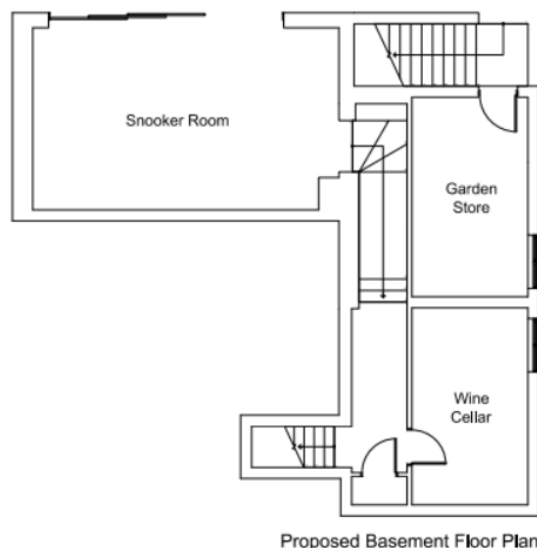
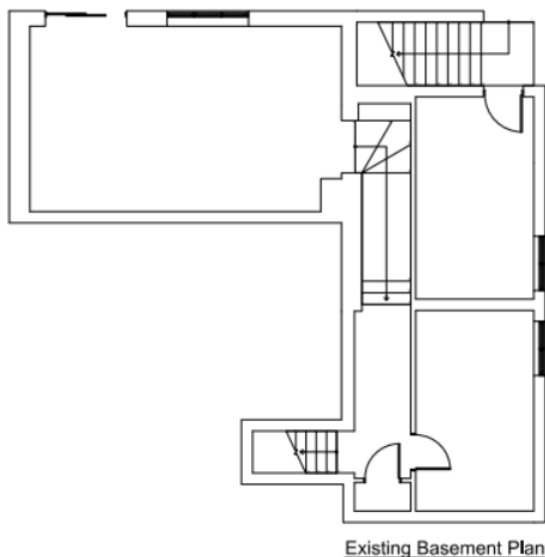


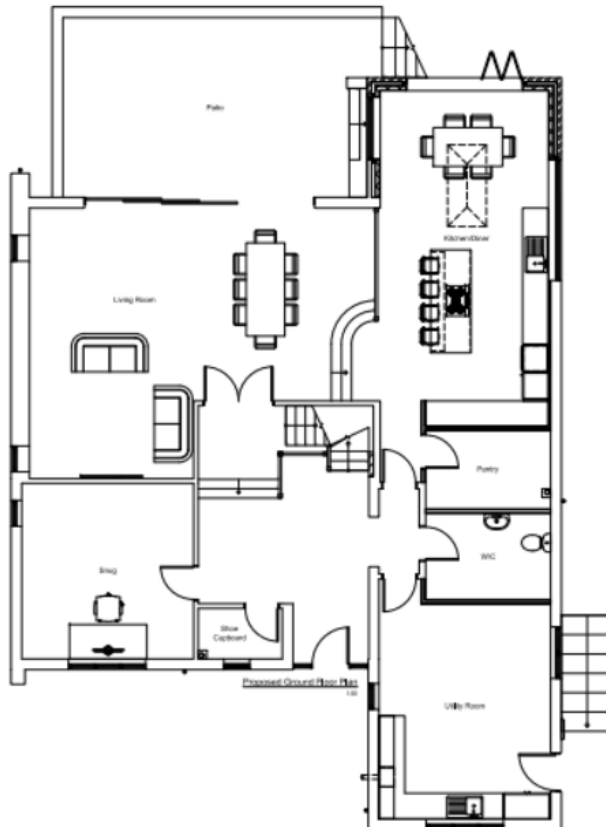
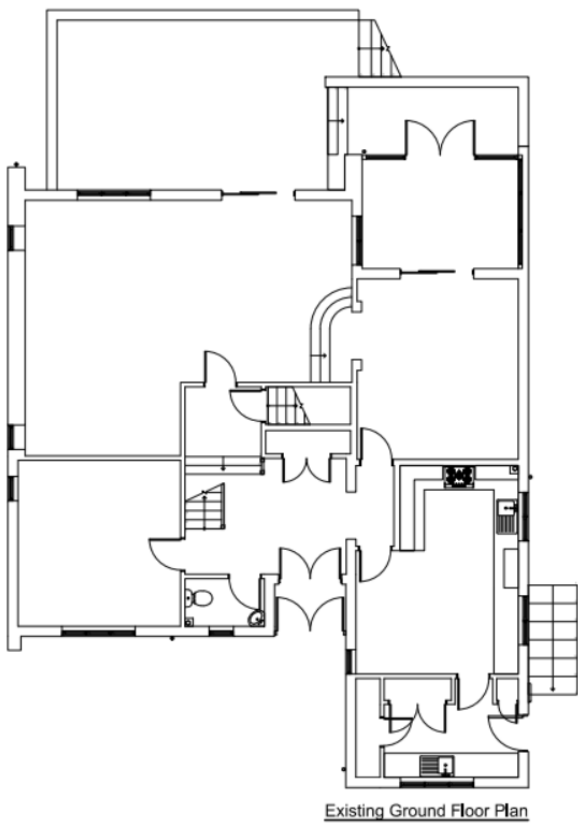
The site is opposite the cemetery on Brackley Road, west of Pateman Close. It is a long narrow plot which slopes steeply to the river; the detached house lies above the halfway point, with a paved frontage with access to a garage behind the front hedge. It is L-shaped with a basement, ground and first floor, and 5-bedroomed.



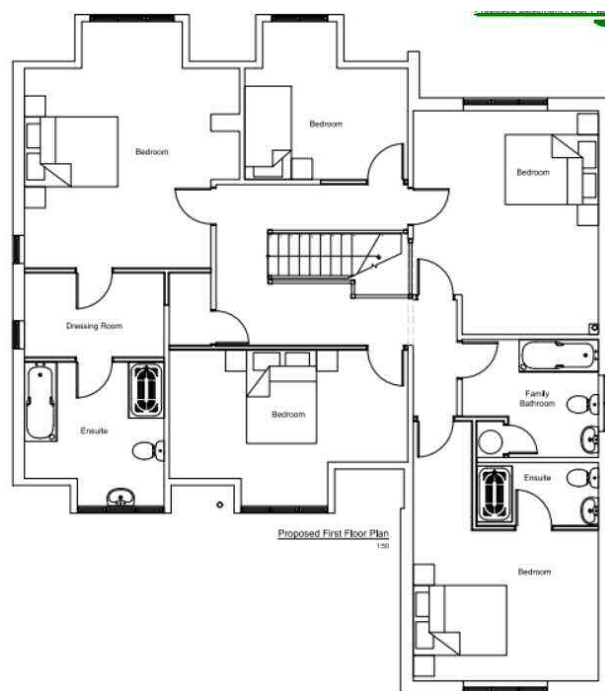
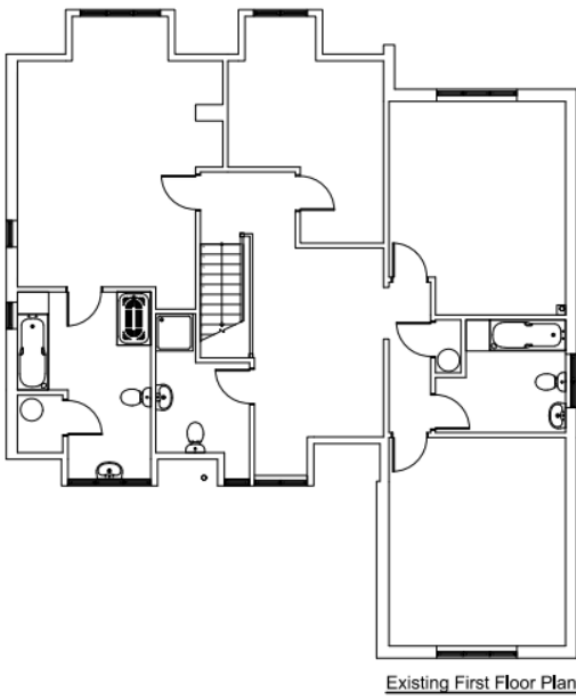
The proposal is to

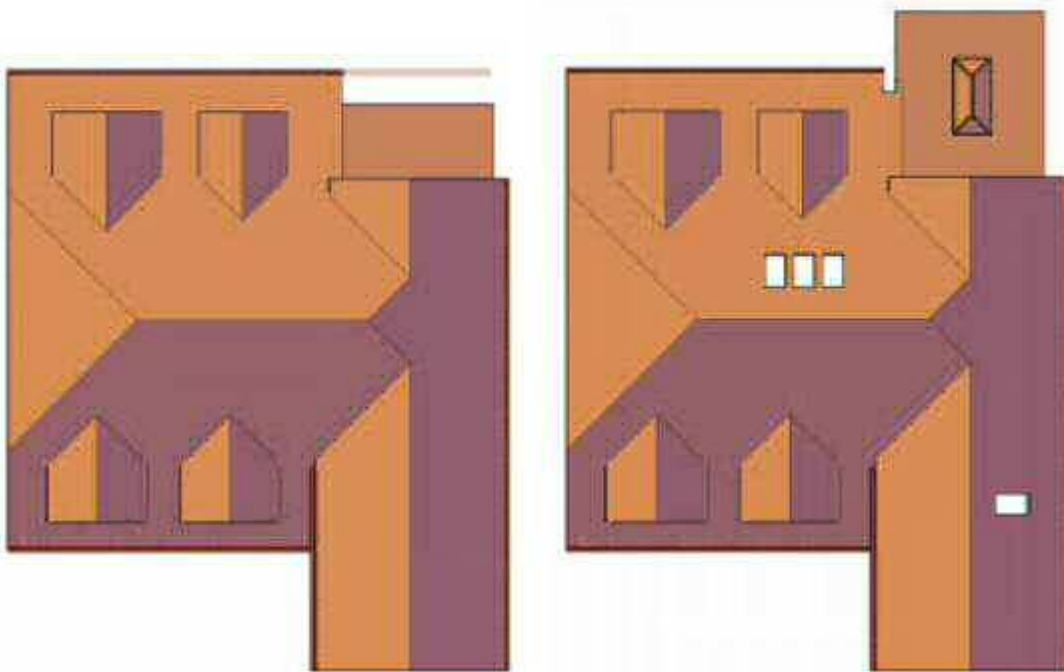
1. Alter the large south-facing room in the basement to form a snooker room with sliding glass doors;
2. Alter the existing ground-floor kitchen and utility room (in the projecting front wing) to create a larger utility room, cloakroom and pantry; the window over the existing kitchen sink is deleted;
3. Amalgamate the room behind this and the sun room into one and add a flat-roofed extension to form a kitchen/diner with bifold windows; there is a large window on each side elevation of the extension, but neither looks directly into a neighbouring house; it also has a low-profile lantern rooflight;
4. Replace the existing patio door and window in the rear wall of the living room with a large sliding door to match that in the basement directly below;
5. Replace the double front door with a single door with side panels. This is the only change to the front elevation;
6. Delete the hall cloakroom and replace with a shoe cupboard; and move the stairs to a more central position opposite the front door; remove the (outward-opening) door to the cellar stairs and replace the single living room door with double doors;
7. On the first floor, insert a dressing room between the ensuite bathroom and the master bedroom by moving the partition walls; remove the ensuite shower-room in the central front bedroom; install an ensuite bathroom in the bedroom in the front projecting wing; reduce the central bedroom at the rear in size to accommodate the landing for the re-sited stairs;
8. Insert a rooflight in the western roof for the new ensuite bathroom; insert three rooflights over the central dormer in the rear roof.





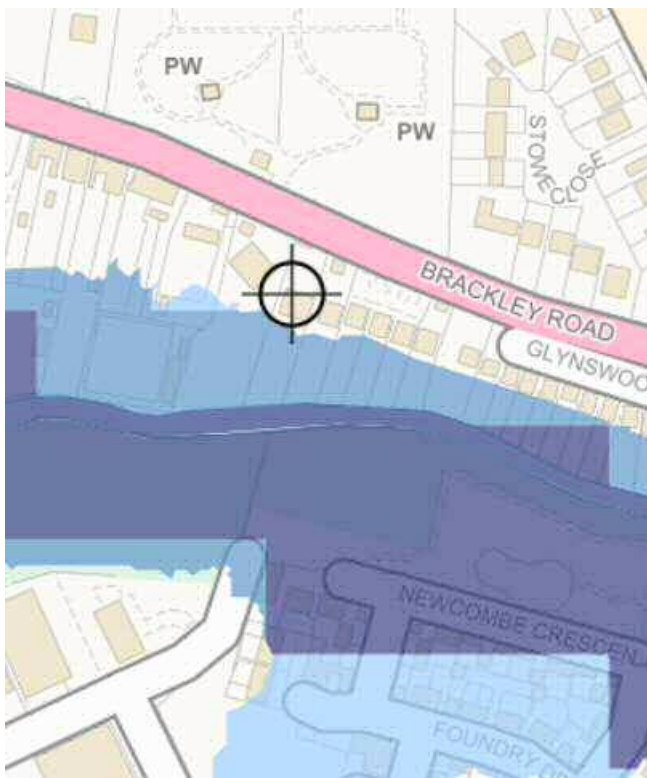
Proposed ground floor plan





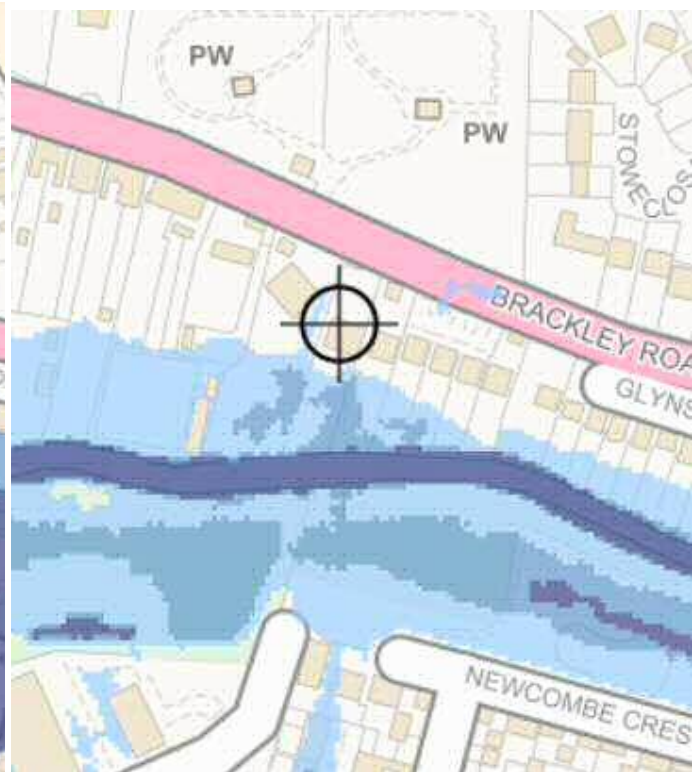
Existing and proposed roof plans

As the bottom of the garden is in Flood Zone 3, the applicant has supplied the Environment Agency form which indicates that no new building below existing floor levels is proposed. The relevant sections of the EA maps for the extent of likely river and surface water flooding are below.



Extent of flooding from rivers or the sea

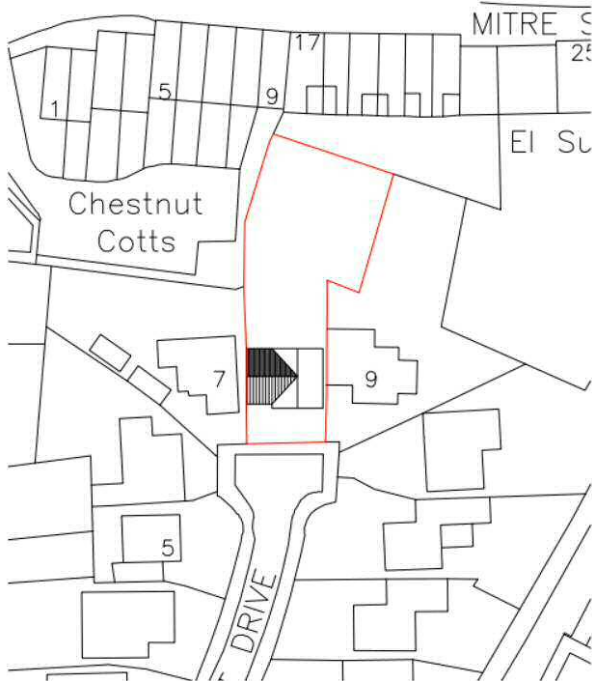
● High ● Medium ● Low ● Very low ⊕ Location



Extent of flooding from surface water

● High ● Medium ● Low ○ Very low ⊕

6. 21/00693/APP 8 Sandhurst Drive, MK18 1DT
 Proposed two storey side extension
 Bush



The site is the middle house of three originally identical three-bed detached houses across the northern end of the cul-de-sac. Each house has a flat-roofed single garage separated from the house by a gated passage and set back from the house building line. The long garden reaches to the rear boundary of the Mitre Street houses (which are in the Conservation Area). In 2000 approval was granted for a new enclosed porch, a front extension of the garage (to be in line with the house front wall) and partial enclosure of the passage to form a cloakroom. This does not appear to have been carried out.

1	00/02983/APP	Single storey front/side extension	Approved
2	21/00693/APP	Proposed two storey side extension	Pending Consideration



Conservation Area (unshaded).

Google 2009

Of the 17 houses in Sandhurst Drive, Nos 4, 7, 8 (not built, see above), 9, 10, 11, 13, 15 and 16 have had approval for extensions, many of them front and/or side extensions. No 2 had approval for a solar panel on the roof.

The proposal is to replace the garage and side passage with a two storey extension comprising a study, utility room and extension to the existing kitchen on the ground floor and a 4th bedroom, dressing room and ensuite on the first floor. The extension would be longer than the garage, in that it comes as far forward as

the house building line, but it will be no wider nor extend further to the rear than the garage. The gable roof would form a T with the existing roof, but does not appear to be 'clearly subsidiary'.



Existing front elevation



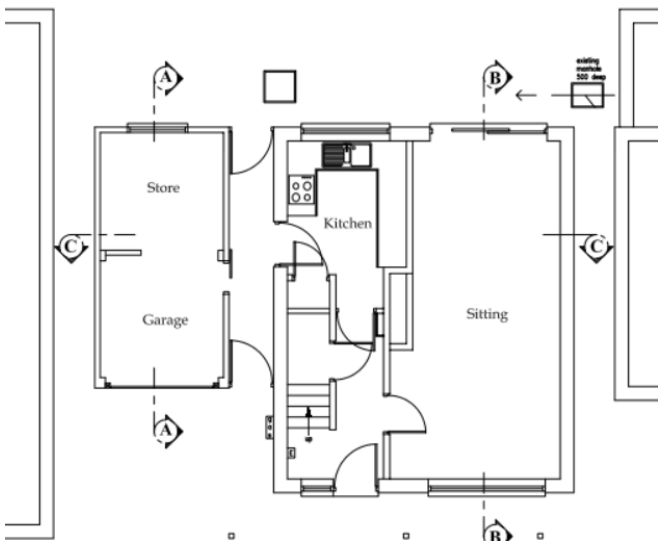
Proposed front elevation



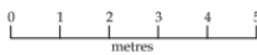
Existing rear elevation



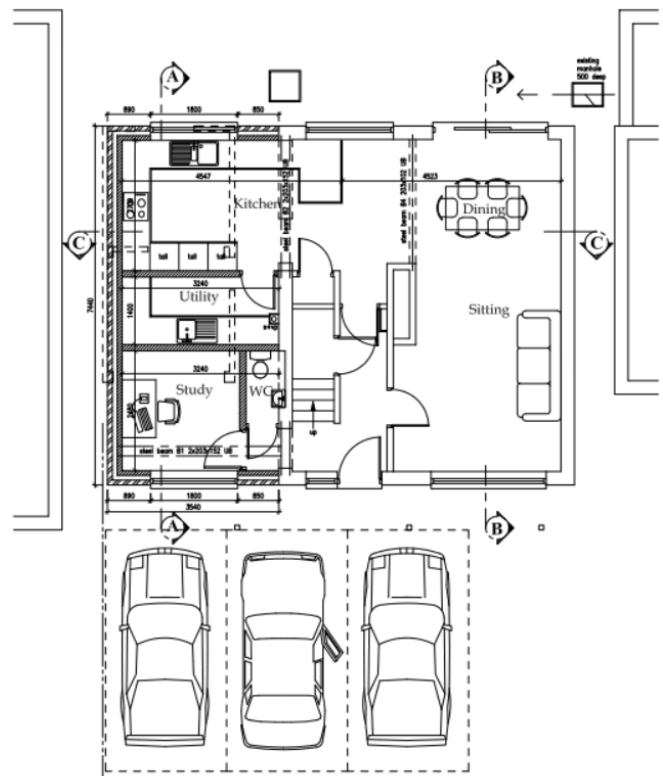
Proposed rear elevation



Ground Floor Layout

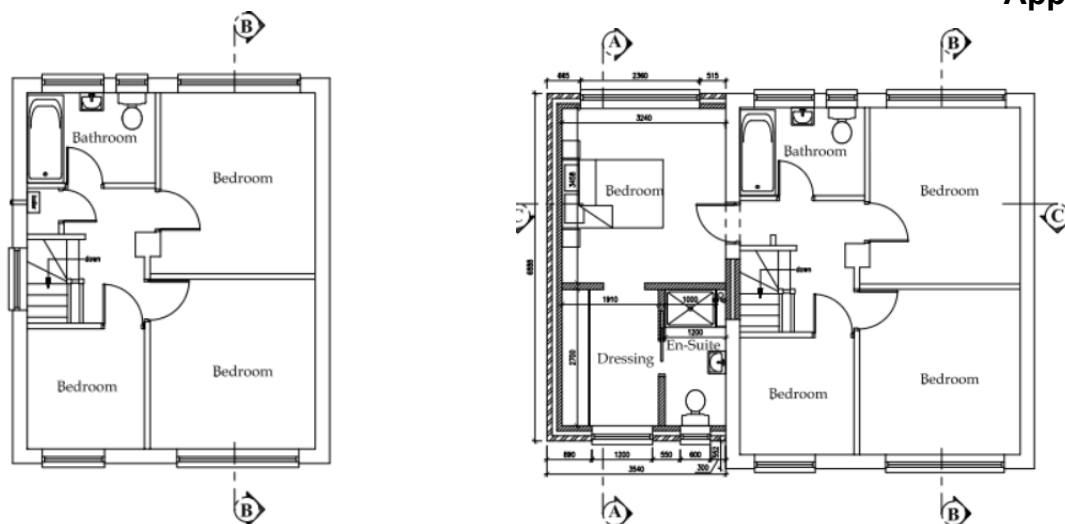


Scale Bar @ 1:50

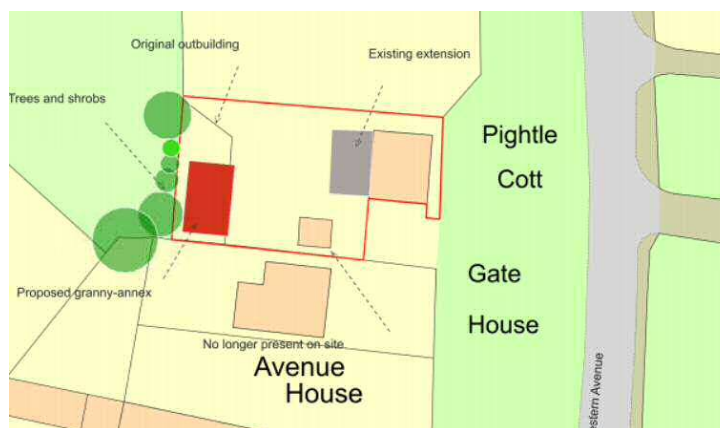
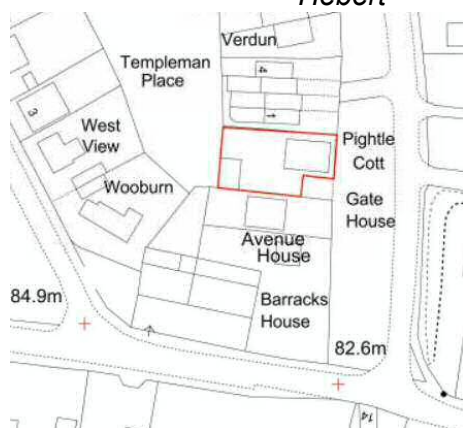


Proposed floor layouts

Existing ground floor ↑ and first floor ↓ layouts



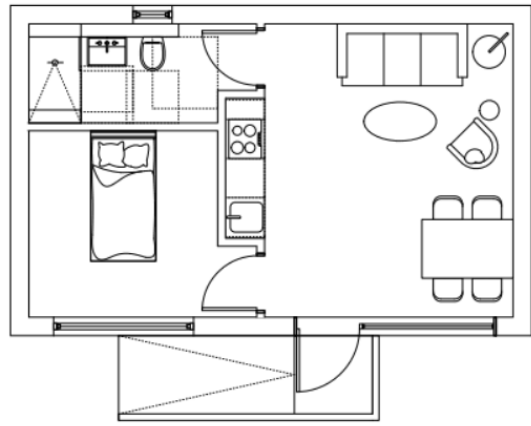
7. **21/00704/APP** Pightle Cottage, Western Avenue, MK18 1HP
 Demolition of existing outbuilding and construction of a single storey annexe in the rear garden
Hebert



Members should note that Templeman Place is not shown on this plan

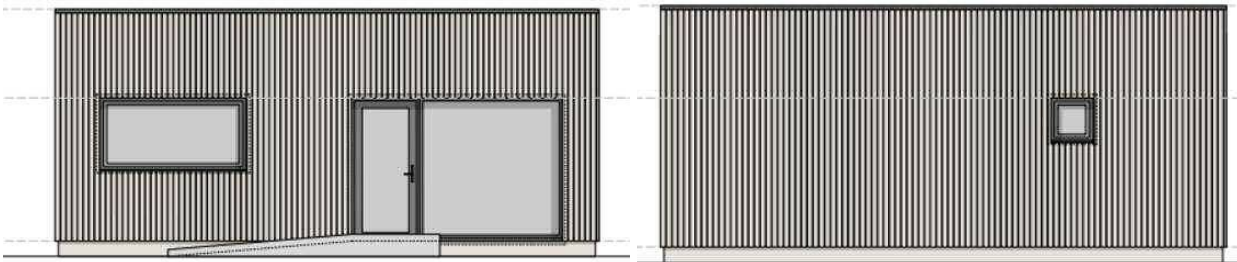
1	04/01970/APP	Erection of a two-storey dwelling	Refused
2	14/03100/APP	Demolition of existing rear conservatory and replacement with two storey rear extension.	Householder Approved
3	21/00704/APP	Demolition of the existing outbuilding and construction of a single-storey annex in the rear garden	Pending Consideration

The site is at the southern end of Western Avenue, opposite the entrance to Western Avenue car park and on the edge of the Conservation Area. Ground level is rather lower than that of Templeman Place and the slope continues across the garden, and also towards Western Avenue across the wide verge. The house is Victorian, originally approximately square in floor plan, presenting a wall with windows to the street and its porched front door is on the side wall. It originally had a much larger plot (the 2004 application was to put a house where Templeman Place now is, on its garden) and in 2014 a two-storey rear extension was approved (blue rectangle in the plan above right), which together with internal rearrangements created a 4-bedroom house. There is a long driveway separated from the rear garden by a double wooden vertical-panelled gate. The small building against the southern fence in the coloured plan above no longer exists (it was probably a garage). Against the western boundary is a dilapidated building which looks like animal housing, part of which has already been demolished as it was unstable, and the remainder has had a temporary bitumen roof added to make it water-tight (but not damp-proof). It has no services and, apparently, no foundations.



The proposal is to demolish this building and replace it with a self-contained granny annexe with a ramped access (future-proofing); it will be used as guest accommodation/home office by the family. Its footprint will be slightly larger and taller than the building it replaces, and it will sit further away from the back fence to facilitate maintenance. The vertical timber exterior will echo the garden gate which will obscure the view of most of it from the street, and the applicant says 'will silver with time'. The building will have good heat and noise insulation, and solar p-v panels on the flat roof. There are no side windows to overlook neighbouring gardens, and one small one at the rear, in the bathroom. The trees shown on the plan are not in the applicant's ownership, and the garden shrubs displaced by the new building will be replanted elsewhere in the garden. No additional parking provision is required as the existing house is already 4-bedroom, and has all the usual services connected.

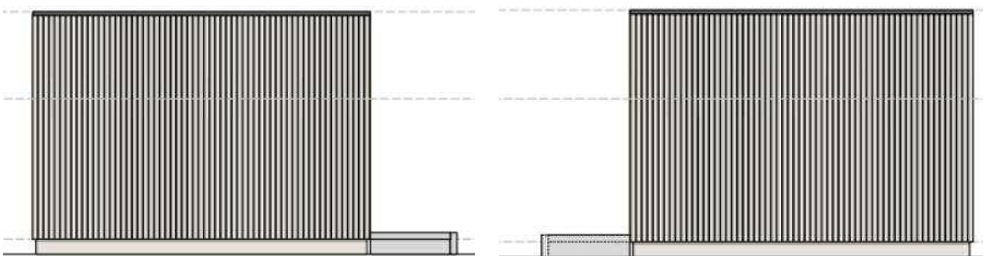
There are no drawings of the 'existing' building but the D&A Statement is well-illustrated.



Proposed front (east-facing) elevation

and rear elevation

Members will have noted that the main door is shown as opening outward towards the ramp, which will impede wheelchair access.

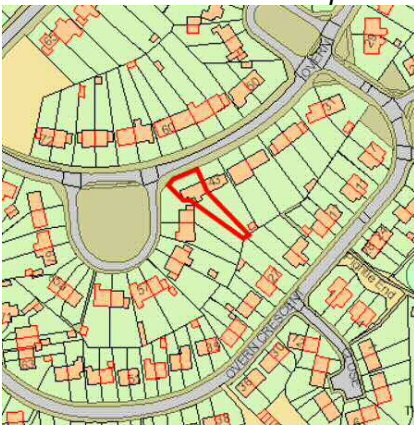


proposed side elevations



Conservation Area (green shading); proposed building (blue); nearest Listed Buildings – all Grade II (1 Barracks House; 2 14 West Street; 3 Tithe Cottage; 4 9 West Street (Listed as part of Castle House outbuildings))

8. **21/00784/APP** 45 Overn Avenue, MK18 1LU
 Proposed two storey side extension, single storey rear extension, alterations to front and rear elevations and removal of one chimney
Helps



Google 2018

1	77/00457/AV	ERECTION OF A GARAGE	APPROV
2	21/00784/APP	Proposed two storey side extension, single storey rear extension, alterations to front and rear elevations and removal of one chimney	Pending Consideration

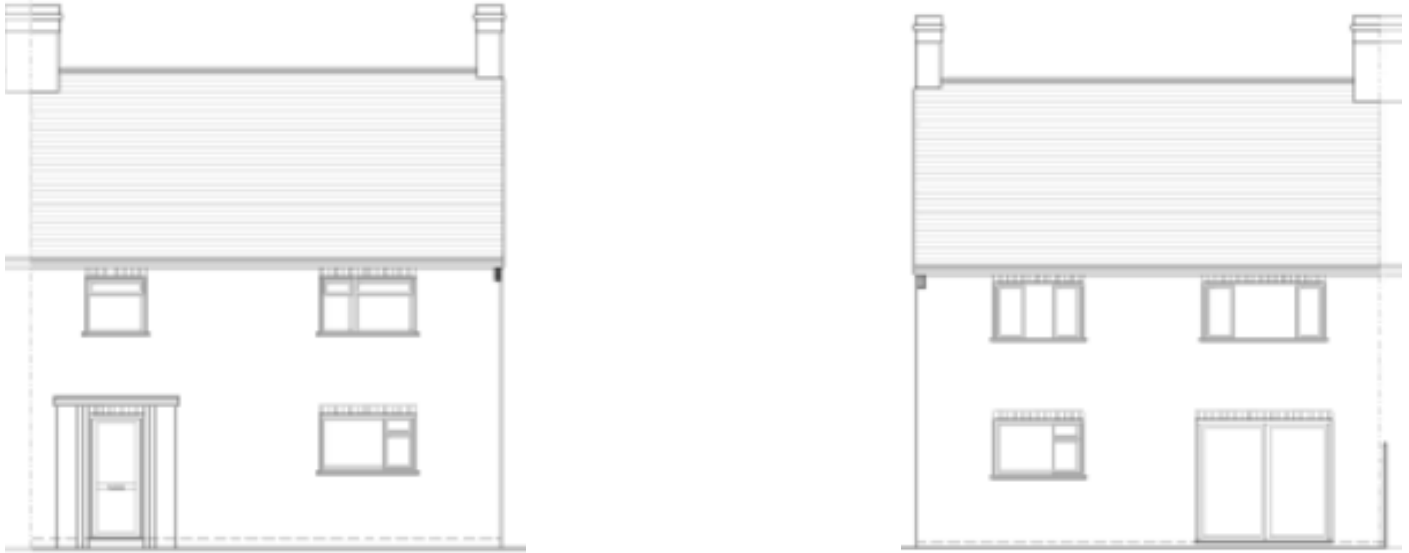
The site is at the junction of the main Overn Avenue and the hoop-shaped diversion round a green, and the building is a semi-detached 3-bedroom house with a flat-roofed garage to the side and driveway parking. It is not clear whether the garage is to be retained.
 The proposed two-storey side extension will be stepped in at front and back from the house building lines and have a playroom and utility room on the ground floor, and a 4th bedroom with ensuite on the first floor; it

Appendix H

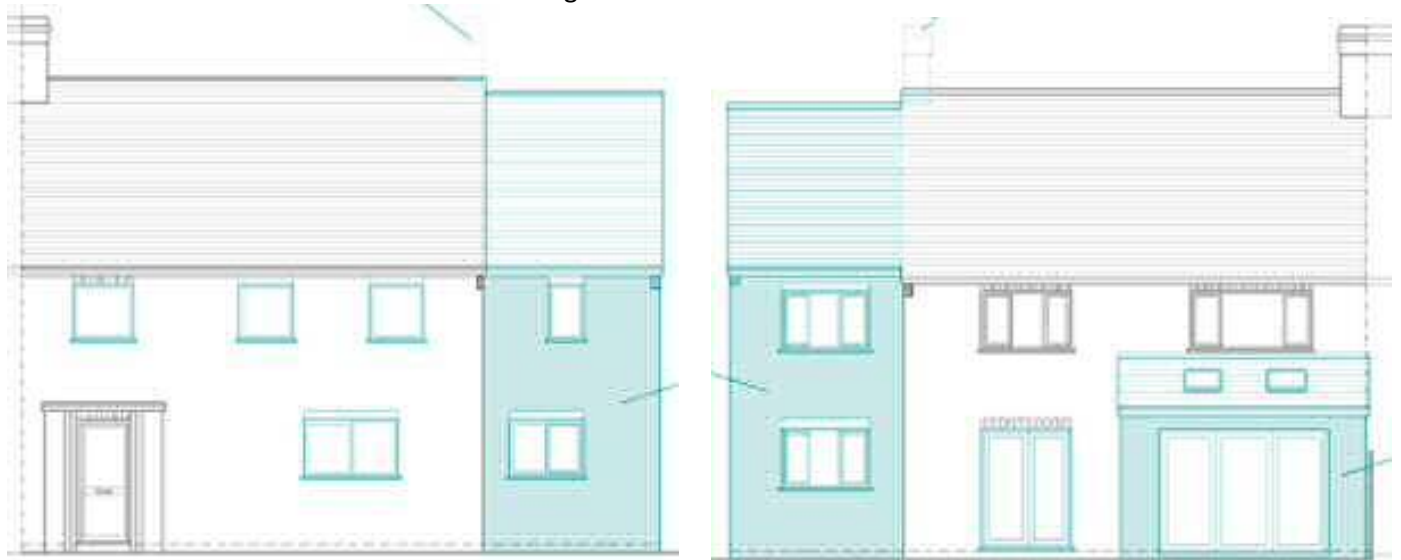
will have a gable roof with the ridge roughly in line with the existing, but about 25cm lower. The chimney at this end will be demolished, and the kitchen window (in the street elevation) will be replaced by one with two equal-sized panes.

The proposed rear extension is single storey and extends the existing lounge by about 40%; it has a lean-to roof with two skylights, and a patio door in the side facing away from the neighbours, and no window in the side facing toward the neighbours.

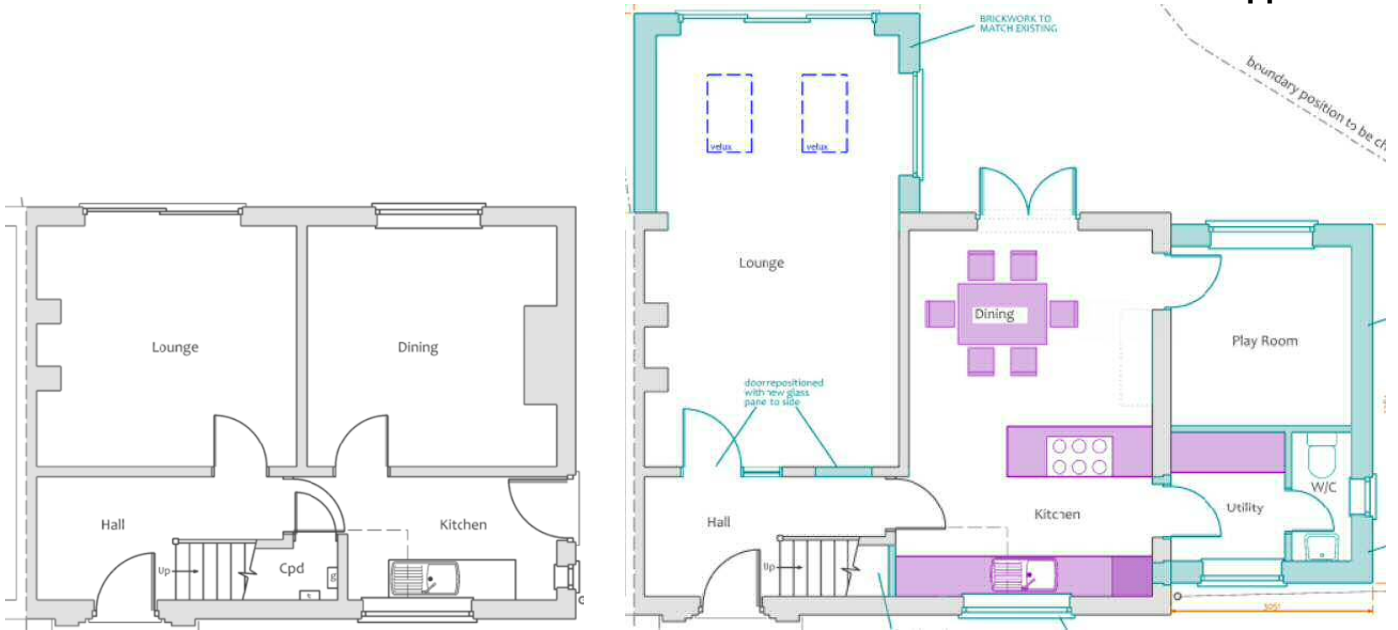
Materials to match existing.



Existing front and rear elevations



Proposed front and rear elevations



Existing and proposed ground floor plans



Existing and proposed first floor plans

9. **21/00824/APP** 11 Boswell Court, MK8 1UU
 Single storey front extension
 Underwood



March 2021



↑№ 8 Gifford Place (rear) ↑№11 Boswell Court

[Google 2009]

↑№13 Boswell Court

↑№15 Boswell Ct rear of №10 Gifford Place↑

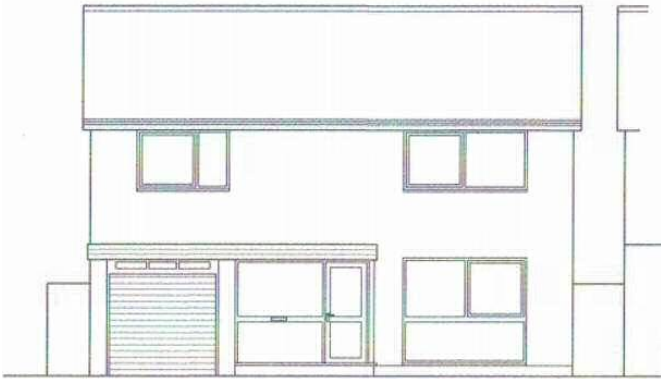
The site is at the southern end of Boswell Court, and is the left-hand (easternmost) house next to the public path into Gifford Place. The three houses remain almost as built; there is little that has changed since the 2009 Google scene above. №9 Boswell Court (to the left of the end group and at right angles to it) was also identical but in 2005 received approval for a front extension similar to this proposal, squaring off the L-shaped footprint with a lean-to roof the full width of the house, replacing the glass box porch with a brick wall and front door, and smaller window. See picture on next page. №15 converted its garage into a habitable room in 2003 but retained the glass porch. The houses along the western side are a different style entirely. There is a gated side passage to the rear alongside the garage of each house. The ground level slopes slightly from the road to the house, and then more steeply to Gifford Place.

The proposal is to extend the lounge forward to the building line of the porch and garage, with a brick front wall and tiled lean-to roof with skylights over the lounge extension and the new hall, and replace the glass front door with a solid style with vertical panel. The garage door will be retained.

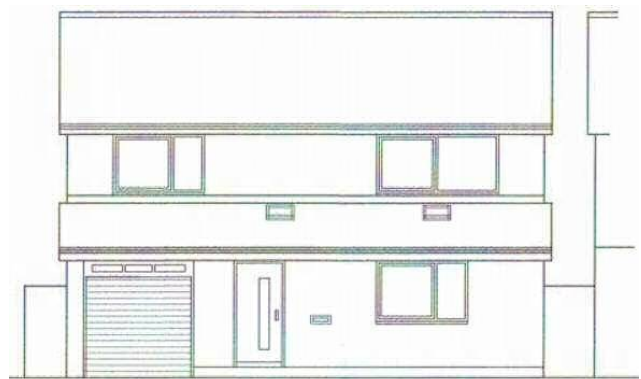
Brickwork, tiles and uPVC windows as existing.



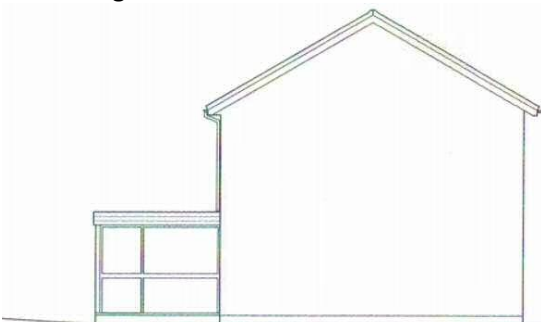
The adjacent №9 Boswell Court (floor plans are reversed); №11 will be similar, with rooflights over the door and lounge window.



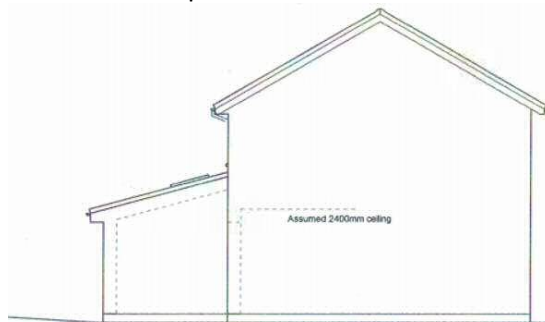
FRONT ELEVATION
Existing



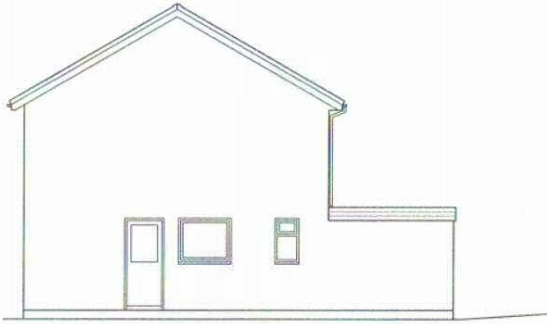
FRONT ELEVATION
Proposed



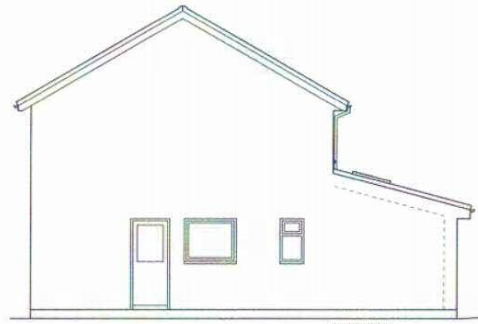
SOUTH-WEST ELEVATION
Existing



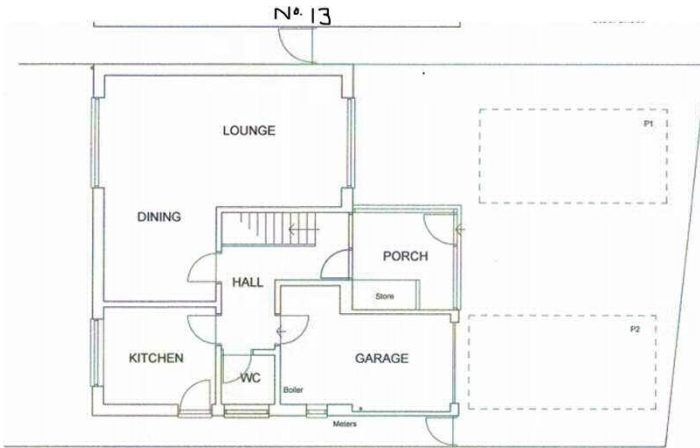
SOUTH-WEST ELEVATION
Proposed (label indicates ceiling height)



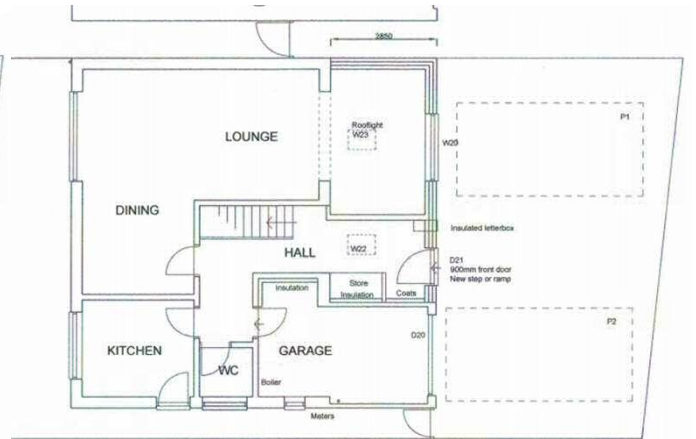
NORTH-EAST ELEVATION
Existing



NORTH-EAST ELEVATION
Proposed

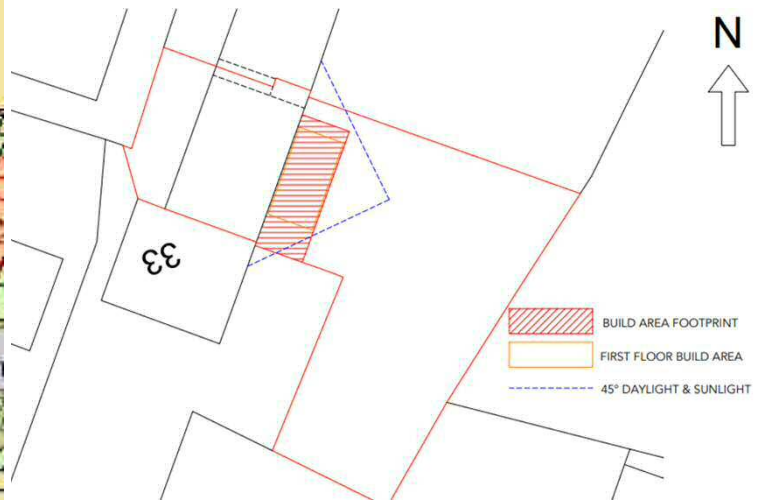


GROUND FLOOR
Existing



GROUND FLOOR
Proposed

10. **21/00827/APP** 31 Bourtonville, MK18 1AY
Part single part two storey rear extension. Reposition and resize first floor rear window openings
Jenkins



↑No27

↑No29

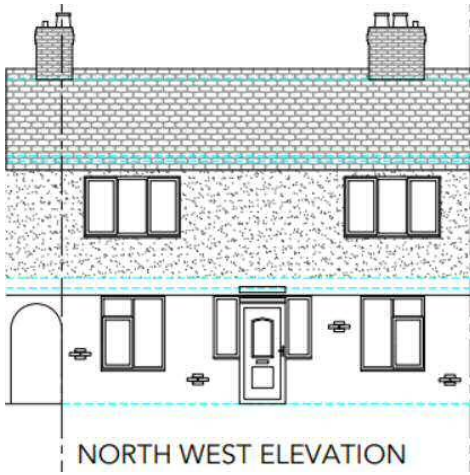
Google 2009

↑No31

↑No33

The site is the end of the cul-de-sac off the eastern side of Bourtonville which backs onto the field between Bernardines Way and the Fire Station and the house is a 3-bedroom terrace to the south of the common entry to the rear of Nos.29 & 31. The upper floor extends over half the archway. There is a considerable breadth of woodland separating the gardens and the field. The frontage is block-paved.

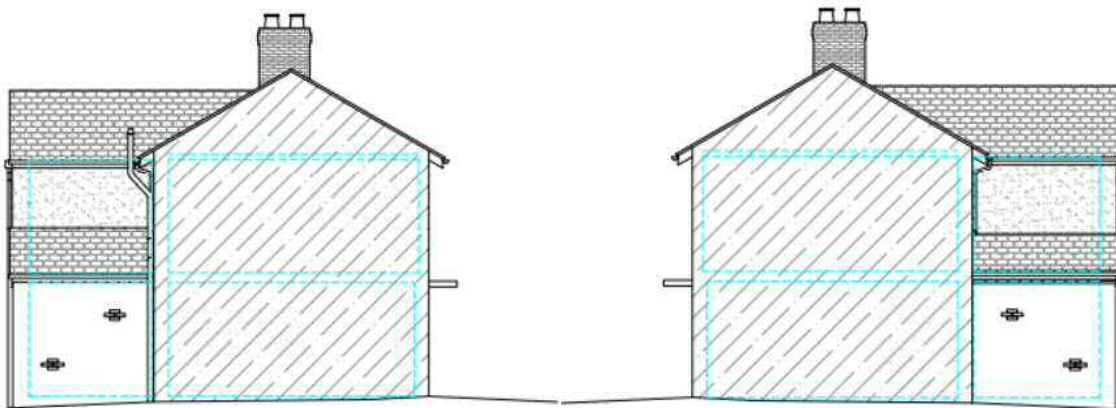
The proposal is to extend over almost the full width of the rear of the house at ground level, and rather narrower at first floor level, to make a kitchen/diner & utility, and a 4th bedroom & new bathroom respectively; the existing bathroom is to become an ensuite.



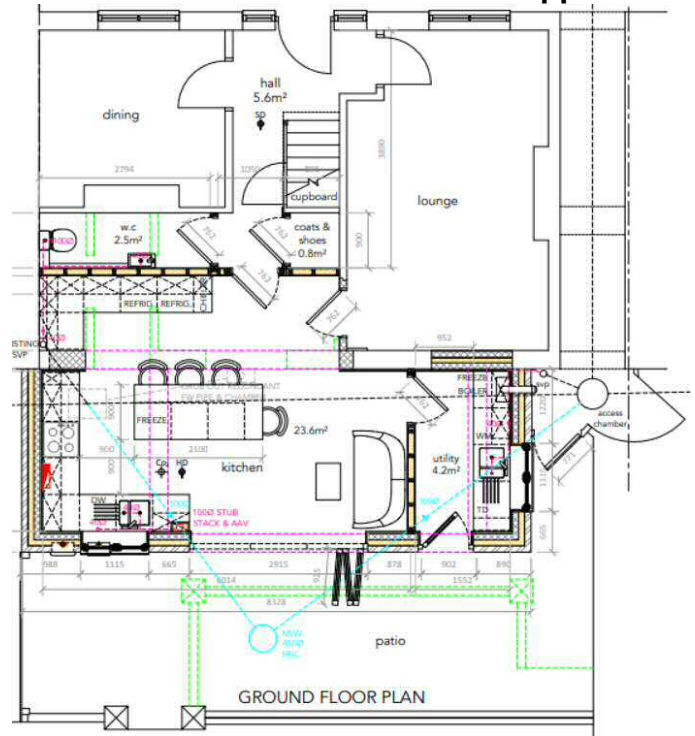
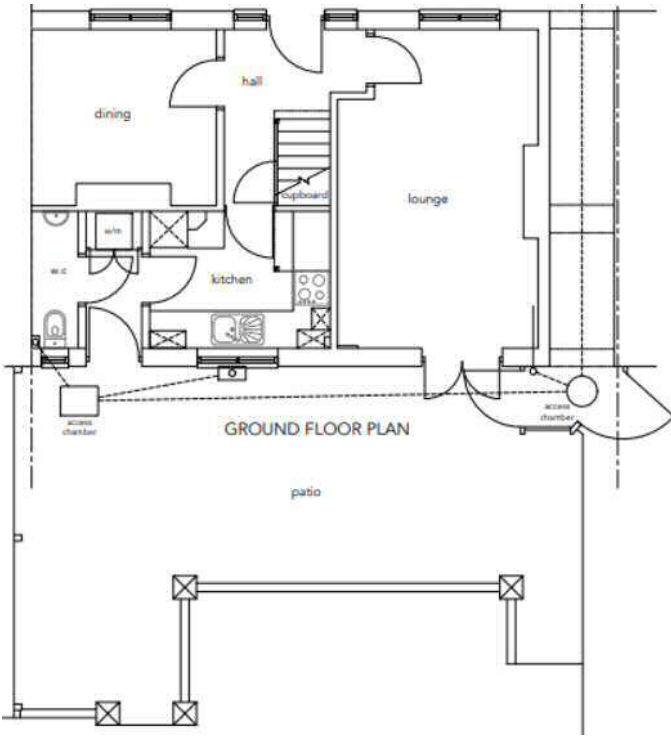
Existing & proposed front elevations (no change)



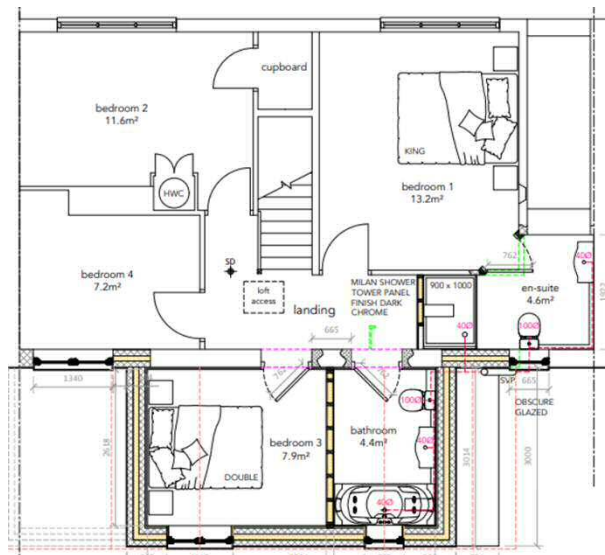
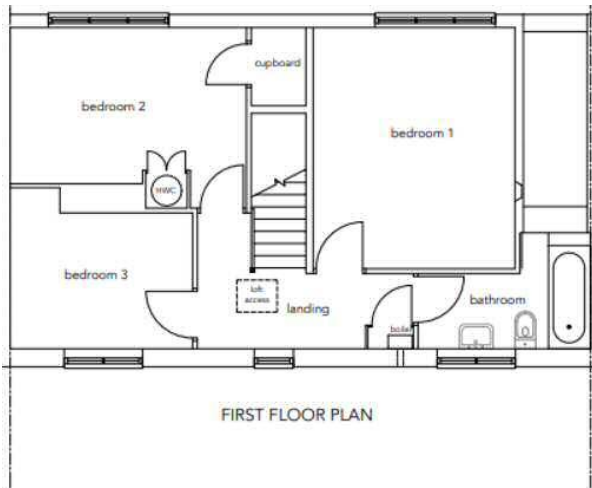
Existing and proposed rear elevations; the new single-pane windows at first floor level will be obscure-glazed



Side elevations of extension will have no windows to overlook neighbouring properties.



Existing ↑ and proposed ↓





A 4-bedroom house should have parking for 3 vehicles; the hardstanding looks as though it is shared with Nø33, so a total of 5 places is required (none of the other houses in the cul-de-sac have been altered, so one assumes Nø33 is 3-bedroomed - 2 car spaces).



KM 16/3/21

PLANNING COMMITTEE

MONDAY 22nd MARCH 2021

Contact Officer: Mrs. K. McElligott, Planning Clerk

Additional information on Planning Applications

Amended Plans

1. **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
Armstrong [for Bellway Homes and Avenue Farms Ltd.]

Notification of re-consultation was received at 16.24 on Tuesday 15th March – 25 new documents – so the following is in note form for speed of addition to the agenda. Fortunately 8 documents are detailed planting plans, and one conveniently lists the changes, see below, so note-form commentary may suffice. Members looked at this application at Interim Council on 24th February 2020 and not since, even though the document count is now 200 (of which 85 are resident's objections), but this is the first time amended/ additional plans have been notified for consultation. Members response was then **OPPOSE & ATTEND**.

The new documents added to the website on 11th March are (this is a rationalised list, not the order they appear on the website):

- Cover Letter for Amended plans
- Adoption Layout *[all streets are to be adopted]*
- Affordable Coloured Housetypes *[7 styles]*
- Amenity Check Layout
- Coloured Planning Layout
- Garages, Bin and Cycle Store *[Drawings]*
- Materials Layout
- Parking Schedule *[Plot-by-plot list of garage and off-street parking space provision]*
- Planting Plan (1 of 8 - 8 of 8)
- Planting Plan Overview *[key to the above]*
- Playspace Plan *[NEAP and LEAP layout and proposed equipment illustrated]*
- POS *[Public Open Space]* Plan *[covers the area of the site north of the housing]*

- Private Coloured housetypes [13 styles]
- RoSPA Report [*awards Excellent Play Value to scheme, but lists concerns at the position of the cycle rack, and the lack of a 'wheeled sports' safety notice*]
- Site Sections
- Street Scenes
- TN1 response to BC Highways [*Technical Note*]
- Travel Plan – Phase 1, 2 and 3



Original layout

Amended layout – see pp6-9 for more detail

<p>Members' comment February 2020</p>	<p>Notes from amended documents</p>
<p>Members would have appreciated acknowledgment from both the applicant and the supporting specialist professionals that the Buckingham Neighbourhood Plan currently prevails over the emerging VALP, and therefore the Secretary of State's 2017 decision remains valid.</p>	

<p>The site is still within the town boundary even if it is outside the built envelope and Plan boundary. The Built Heritage document barely recognises this, and makes no reference to Buckingham’s Vision & Design SPG retained policy or its Conservation Area, concentrating on Maids Moreton, which is a separate parish, as are [Radclive-cum-] Chackmore and Stowe.</p>	
<p>A Travel Plan from 2014, even when lightly amended, is not a Transport Assessment. It was felt that a fully researched TA should be submitted, taking into consideration the 170 houses at Walnut Drive (16/00151/AOP). A total of 300 new dwellings would generate significant pressure on the Market Hill/Moreton Road/High Street junction, already agreed to be at or over capacity, with a lesser but significant effect on the Mill Lane/A422 junction.</p>	<p>A Travel Plan is amongst the new documents, but is dated June 2020 with no revisions listed. Much of it is identical to the Transport Assessment. A Transport Assessment (268pp) was submitted in March 2020. Its Traffic Survey was carried out in 2015. Walnut Drive is not specifically mentioned, but the calculations include ‘Sites with planning permission;’ and ‘Sites with resolution to grant planning permission subject to S106’ which presumably includes it. “Assessment of the town centre roundabouts would indicate that the junctions would operate over capacity in the 2025 forecast base scenario. However, the scale of impact of the development trips on these roundabouts and the resultant increase in journey times would be negligible and is not severe in the context of paragraph 109 of the NPPF.”</p>
<p>Members would like to see evidence from the Phase I & Phase II Travel Plan Surveys that ‘trip crediting’ is an effective stratagem for mode shift before proposing its application to Phase III.</p>	<p>Still used – “Accordingly, it was assumed that a conservative 10 percentage point reduction in vehicle trips generated by Phase 1 could be offset against the proposed Phase 2 development by 2025” and now “It is therefore appropriate to also apply a 9 percentage point reduction to vehicle trips generated by Phase 3 in 2025”</p>
<p>It would be interesting to learn how a safe cycle route into the town centre is to be implemented, presumably along the Moreton Road.</p>	<p>“4.2.11. A number of improvements for cycling were also agreed previously and are to be provided as part of the proposed development, including:</p> <ul style="list-style-type: none"> ● A cycle route along Moreton Road in the form of either an ‘on road’ Advisory or signed route. The route would extend from the southern end of the existing ‘off road’ route that currently serves Phase 1, southwards along Moreton Road to the existing mini roundabout junction at the ‘Old Gaol; ● Blue cycle direction signs at suitable locations along the existing ‘off road’ serves Phase 1, southwards along Moreton Road to the existing mini roundabout junction at the ‘Old Gaol; ● Blue cycle direction signs at suitable locations along the existing ‘off road’ cycle route that currently serves Phases 1 and 2 of the Moreton Road development and associated Traffic Regulation Order to formalise the existing arrangement. The signs would link the development with the ‘on road’ route to be provided along Moreton Road; and

	<ul style="list-style-type: none"> ● Cycle storage (Sheffield stands) at selected locations within the town centre to be agreed with Buckinghamshire County Council in liaison with Buckingham Town Council.
<p>The 'alternative traffic-free route towards the town centre' is apparently Maids Moreton Avenue running from the Buckingham Primary School to the Stratford Road; it should be noted that this is an unpaved and undrained woodland track.</p>	<p>It is still promoted as an alternative route into town for pedestrians</p>
<p>For the record the #32 and #134 bus services have not existed since November 2014. The #60/X60 does not serve the Moreton Road at all. Only one of the bus routes that do has any Saturday service, and there is no Sunday service. The #83 runs on Silverstone UTC term-time weekdays only. Such buses as still serve the Moreton Road are not well-timed for ordinary work hours, even within the town (and there are no bus stops for the industrial areas south of the bypass), and this implies car use, especially in bad weather, for work and school travel.</p>	<p>(Using the pre-Covid timetable) The document includes the 80 (1 trip each way, schooldays only, Brackley) and the 83 (ditto, college days only, Silverstone UTC) without mentioning these are pupil services; the 131/132 comes no nearer the site than Western Avenue; the 18 amounts to one return trip M-F (outward bound from Bicester c12.00, return from town centre c14.00) and the 151 is one weekday trip c.9am. This makes the statements "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)" and "The Site is located in good proximity to public transport connections with bus stops within reasonable walking distance from the Site. Buses provide linkages to the town centre where further connections are available" of little relevance in a Travel Plan attempting to reduce car use.</p>
<p>Pedestrian and cycle timing has to take account of the lengthy steep hill between the town centre and the site.</p>	
<p>Aylesbury also has a direct train service to London and is the same journey time from Buckingham town centre (30 minutes) by bus as Bicester North.</p>	
<p>¶s 4.11.2 – 4.11.4 take a very narrow view; Buckingham is a hub for the surrounding villages, many of which have no facilities or public transport. Removal of parking spaces or increasing charges would penalise the residents of the hinterland unfairly, and damage the economic viability of the town centre as those who could, would go elsewhere rather than search for a parking space.</p>	<p>Still included: 4.11 OTHER RECOMMENDATIONS</p> <p>4.11.1. Travel Planning measures will play an important role in reducing travel demand, especially if applied to all land uses both existing/consented (where participants are willing) and proposed developments in the town centre. The application of more area wide initiatives by BC would benefit all road users and the local town centre environment.</p> <p>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.</p>

	<p>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.</p> <p>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.</p>
<p>It was noted that no Affordable Housing was provided with a garage, and the majority of its parking spaces were kerbside rather than driveway; this does not comply with the principle of tenure blindness.</p>	<p>Still isn't. However, neither do half the sale houses. Some of the 'off-street' parking is in kerbside laybys, some driveway. The flats and maisonettes have a parking court and a separate bin/cycle store; Plots 80-82 also have a courtyard (see below)</p>
<p>The proposed bin store does not seem adequate for the 12 bins (1 general, 1 recycling, per flat) required.</p>	
<p>There is no tracking diagram for the refuse collection lorry.</p>	<p>No tracking diagram submitted</p>
<p>This Council is opposed to Shared Surface streets, and would like assurance that all roads will be tarmacked and not block-paved.</p>	<p>The spine road and accesses from Phase I will be 5.5m wide with a footpath along each side; side roads will be 4.8m shared surface block paving (charcoal colour) with a 1m grass 'service strip' each side</p>
<p>Verney Park is a University campus not a public park like Bourton and Chandos Parks.</p>	
<p>The NEAP and LEAP should be separated so that residents in the southern part of the site (and of Phase I) have a nearby playground. The kickabout area is too small and could well be extended to the north east towards the rugby pitches. Using a large number of different suppliers – including one just for a sign – makes maintenance and repair more difficult. Should the Town Council be asked to take on these play areas, it should be noted that some of these suppliers are not on the BTC approved list. The proposed grass surfacing between the wet-pour areas in the playgrounds was also not acceptable.</p>	<p>Supplier amended - Proludic Still next to one another though, which leaves the southern end of the site a good way from the play areas (these are very close to the one provided in the corner of Phase II)</p> <p>The footpaths are hoggin (perimeter) and grass (internal), although how the latter is to be distinguished from the 'amenity grass' between the wetpour areas surrounding the equipment is not described. Perhaps by more frequent mowing?</p>
<p>Members assume the details of the pitch drainage, composition and lighting have been agreed by the Rugby Club. However 10 parking spaces is not enough and will lead to on-street parking in Phase II streets, to the</p>	<p>The 10 parking spaces remain, though now include two disabled spaces. The cycle parking is also adjacent to the access point (criticised by RoSPA, see below)</p>

annoyance of the residents. Furthermore no changing or toilet facilities are proposed for players and spectators; the clubhouse is a good distance away.	
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The applicant has supplied a list of amendments made; illustrative clips from the new drawings added below:

Public Open Space

- Provision for BMX Pump Track as requested in Parks and Recreation consultee response, and that received from Buckingham Town Council;
- Equipped Play Area design includes equipment manufactured/supplied by Proludic, having established this is acceptable to Buckingham Town Council, subject to incorporating requested changes to items of equipment which have been addressed;
- ROSPA report confirms excellent rating for play provision;
- Car park design amended to reflect design comments received, enclosed by knee roll fence, with maintenance access controlled by liftable barrier and provision for cycle parking;
- Wildlife pond at south-east corner, as per ecology consultee response;
- Timber fencing around the pond with marginal planting, for safety and separation;
- Bulb planting to add seasonal interest and enhance place-making;
- Additional seating in key locations around the POS;
- Pockets of wildflower meadows to assist with grassland areas;
- Picnic benches in grass area to south, enhancing social aspect;
- Shelter and bike stand now incorporated within the design;
- Secondary mown walkway indicated through wildflower meadow.



Entrance from Phase II, car and cycle parking and pond



The LEAP, NEAP and pitches – the dark brown triple loop is the pump track

Design Comments:

Movement network/Permeability

1. The main movement network for the layout retains the main connecting route between Shetland Road and Lincoln Road, this route serves as the main connection for Phase 3 to Phase 1 and is provided with continuous footways along both sides of the spine road.
2. The route has been altered slightly to respond to the revised block structure and built form. The northern most square now presents a paved surface area with tree planting provided in tree grilles. Incidental visitor parking is provided within the square. A new paved shared surface area has been introduced where the central east / west connection crosses the central street. The crossing point is proposed at a speed control deviation in the road's horizontal alignment.
3. A footpath has been added to the inside of the western most edge road to provide safe access for pedestrians. The road width varies along this route to help create informal speed control interventions. 3m Wide visitor layby parking is provided at intervals along the western edge.
4. An informal mown path has been retained within the western landscape buffer, this path has been extended into the northern field POS area.
5. A potential pedestrian link (subject to land ownership confirmation and agreement) is proposed from the centre of the Phase 3 development to Castlemilk and Hill Radnor. This link will provide direct connectivity from Phase 1 to the westernmost landscape buffer in Phase 3. This link could improve connectivity for Phase 1 residents to the new LEAP, sports and play provision to the north of Phase 3. Buildings fronting this east / west path splay slightly to provide grass verges either side of the footpath.
6. A shared drive, continuous link now wraps around plots 84 (to the north) to 79 (to the south), once again improving connectivity around the periphery of the development.
7. A hard surfaced footpath connection is proposed to the field gate and style north of Bradfield Ave, which subject to ownership could be removed to provide a continuous open footpath link.

Block structure/Layout The block structure has been reviewed and several changes made along the central route, northern edge, western edge and south eastern corner. These changes are detailed below:

Central Route (Higher density)

1. Development frontage along the central route has been tightened with rows of terraces, semi-detached and linked detached dwellings. As found on Phase 1, garages have been pulled forward to sit between dwellings to help enclose the street and reduce gaps created by driveways.
2. As recommended impact of frontage parking and incidence of parking courts have been reduced in favour of undercroft, on plot parking as recommended, additional landscape has been introduced adjacent to parking spaces.
3. The majority of dwellings along the central route directly front the road, dual aspect dwellings providing surveillance to side streets. Set backs from the back edge of the footway are minimal to create a narrower development corridor.
4. Buildings groups now feature stronger alignments and road widths vary in key spaces.
5. Wider fronted terraced dwellings are now proposed to create a stronger frontage and reflect curved development frontages found in Buckingham.

Northern Edge

1. The northern development blocks have been rearranged in order for development to front the hedge and open space beyond.
2. A continuous road connects now wraps around the corner of plots 6 and 18 for improved connectivity.
3. Parallel parking bays introduced as recommended to reduce the incidence of rows of frontage parking.
4. Well overlooked footpath connections link into the POS to the north.

Western Edge (Lower density)

1. The western edge retains its lower density in order to provide a looser urban grain to the edge of development.
2. Dwellings have been rearranged and no longer 'follow the road', as recommended in meetings.
3. The change in building orientation and grouping addresses the previous 'house garage, house garage' comment. Buildings also step back and forward in varying amounts, this helps to create varying gardens sizes and at ridge level, creates a more interesting sky-line.
4. Garaging arrangements have been amended to ensure variation in gaps between dwellings.
5. Dwellings types have also been reviewed and greater use has been made of dwellings or varying depths. Projecting gables, side gables, and gabled roofs have also been introduced to break eaves lines and to enliven the roof scape.
6. Chimneys have been added to selected plots along the western edge.
7. Boundary treatments will predominantly be soft landscape with some estate style metal fences.

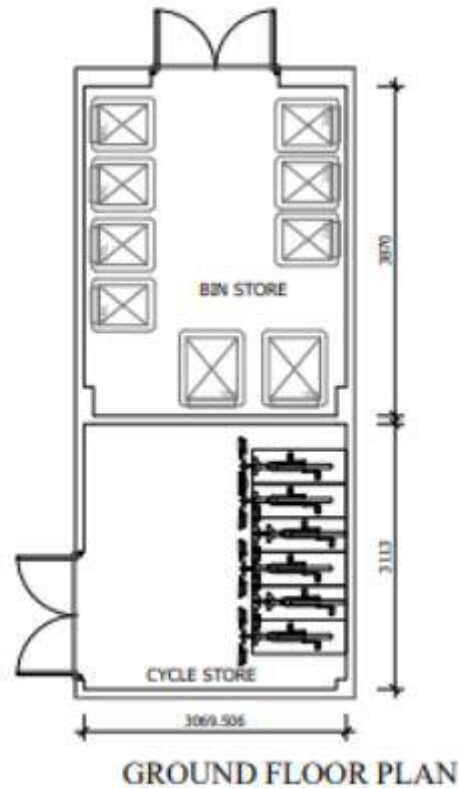
South Eastern Corner

1. Dwellings now front out onto the attenuation basin and the eastern hedge as suggested in conference calls. A footpath connection, similar to that found south of Hill Radnor, separates the two drives.
2. Plots 79-82 now present a curving building line fronting the street as suggested. Plot 79 provides dual aspect frontage to the main road and view from the south east.

Changes made to the scheme ensure the proposals can still provide lower density development along the western edge while creating tighter knit development along the central route. The scheme reflects development characteristics found elsewhere in Buckingham and also reflects layout principles used in Phase 1, without relying as much on rear parking courts. The northern and southern edges have been improved in terms of their built form and outlook while the changes to the movement network have created a walkable neighbourhood extension that successfully links Phase 1 and Phase 2.

Highways/Parking

Highways comments are addressed in the enclosed Technical Note 1 and Travel Plan. These have been sent under separate cover direct to Andrew Cooper at Bucks Highways.



There are two 2-bed maisonettes (123 & 124) and four 1-bed (119-122) all 'Affordable Rented'. There are two parking bays for each 2-bed, and one each for the 1-bed maisonettes, and one Visitor bay at the roadside by №123. The black line surrounding the courtyard is a 1.8m high brick wall, which does not appear to include convenient access for the residents of №118 to their vehicles.

The cycle store is fine if only one resident of each maisonette has a cycle; and the reasoning behind 7 small (presumably green) bins and two large (presumably recycling) bins for six dwellings is not explained.



GROUND FLOOR PLAN

The curved building is achieved by having non-rectangular footprints. Note that though 80, 81 and 82 are the same house type, 80 & 81 have two parking bays, while 82 has two bays plus two garages. These are sale houses.

KM

17/3/21

Emergency Active Travel Fund, Buckingham Review Proposals

Invitees: Joyce Lutwama; Jack Mayhew; Gareth George; Adrian Lane; Warren Whyte (Cllr); Sophia Comer; Charlie Clare (Cllr); Angela Macpherson (Cllr); John Chilver (Cllr); Simon Cole (Cllr); Tim Mills (Cllr); Robin Stuchbury (Cllr); Howard Mordue (Cllr); Patrick Fealey (Cllr); Beville Stanier (Cllr); Paul Hodson

Notes on a meeting held at 2pm on Wednesday 4th November 2020 via Microsoft Teams.

Present:

Shire Officers

Jack Mayhew	Transport Strategy Team
Joyce Lutwama	Transport Strategy Team
Gareth George	(TfB) Project Manager
Adrian Lane	(TfB) Scheme Delivery

Shire Councillors

Warren Whyte (Cllr)	(Buckingham East)
Tim Mills (Cllr)	(Buckingham East & West)
Robin Stuchbury (Cllr)	(Buckingham West & Buckingham Town Council)
Patrick Fealey (Cllr)	(Buckingham West)

Buckingham Town Council

Christine Strain-Clark (Cllr)	
Margaret Gateley (Cllr.)	
Mike Smith (Cllr)	
Mrs. K. McElligott	(Planning Clerk; representing the Town Clerk)

Apologies

Charlie Clare (Cllr);	Buckinghamshire Council (B'ham West)
Angela Macpherson (Cllr);	Buckinghamshire Council (B'ham West)
Paul Hodson	Buckingham Town Clerk

The Fund is a pot of money offered by DfT for pop-up schemes for cycleways and pedestrian routes.

Suggestions were sought, sifted and refined to 6 + 2 reserves:

- Gerrards Cross (ended); Haddenham & Aylesbury Southcourt (on-going); High Wycombe, Amersham (being worked on); Aylesbury schools (not pursued)
- Buckingham was a reserve and is now being discussed as budget is available

Primary aim is to reallocate road space – both parking bays and live road lanes; close off rat-runs to motor traffic to allow safe pedestrian and cycle use – budget will cover signing and lining. Essentially temporary schemes only (3 months) not for permanent changes.

Scope in Buckingham is limited due to historic layout of town centre

(PF): can the scheme be extended to the villages? JM: if linking to another settlement, not internal

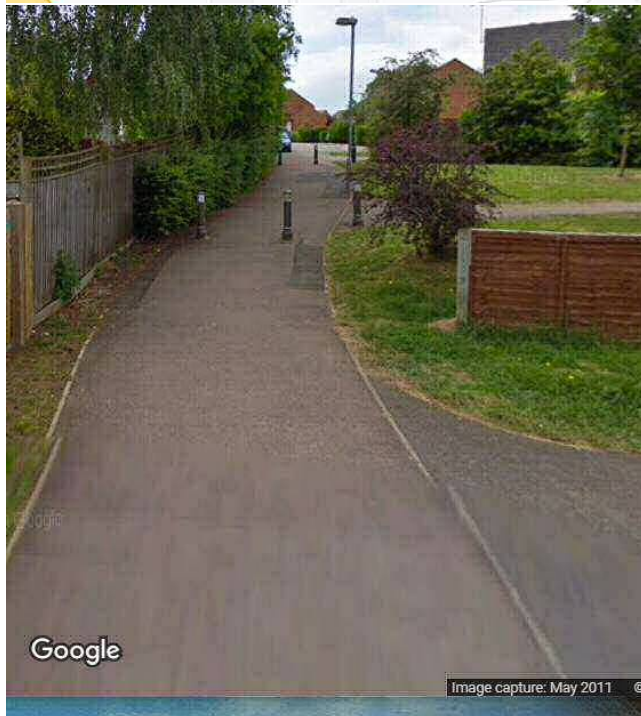
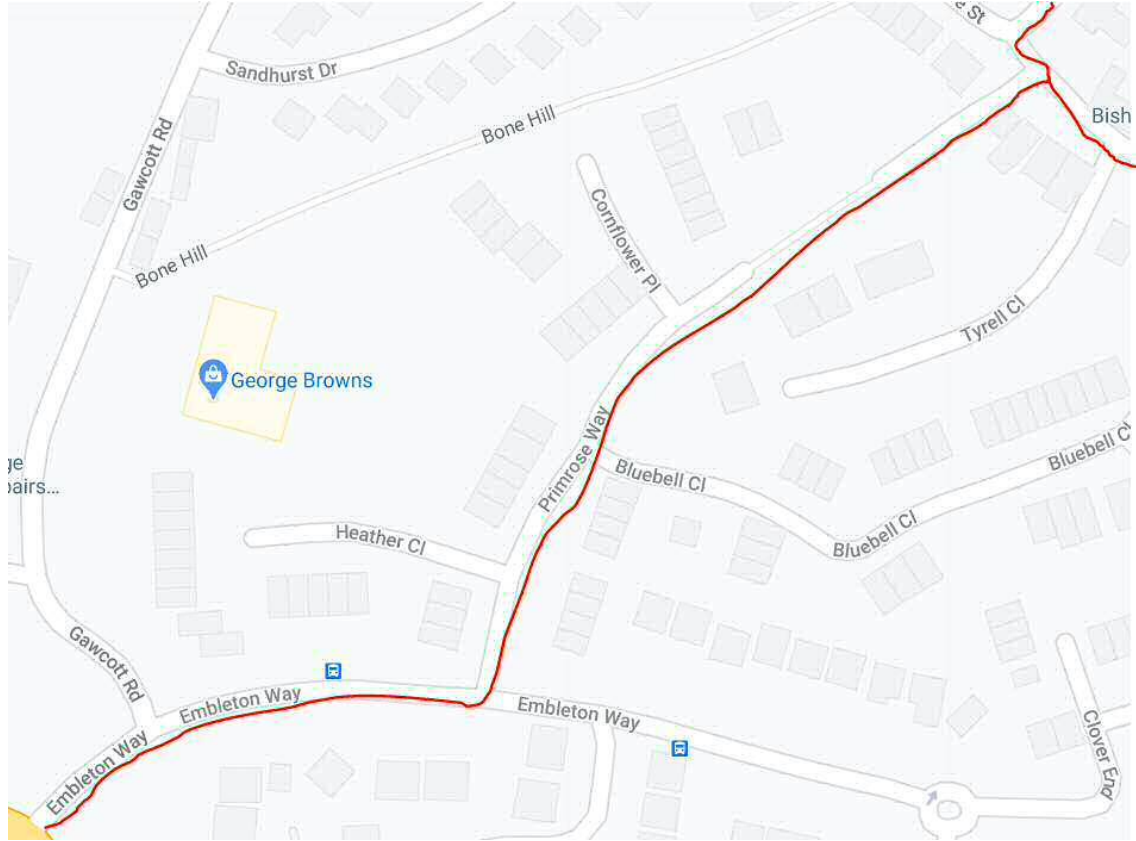
(RS): Have been trying to get safe crossing of bypass for Gawcott schoolchildren, missed first tranche of funding – can this be considered?

GG/JM have walked the town considering possibilities

(JM): Looked at linking Gawcott & Buckingham, road not wide enough to make cycle lane. There is a footway part of the way. Roundabout is a danger point; could fund signing and

lining to promote pedestrian & cycle use or install priority use signage – will need careful design.

Long term can look at signals. Way into town would then be Embleton Way, Primrose Way, footpath, Hunter Street, Nelson Street, Castle Street; or Lenborough Road, Chandos Road, but there's a lot of resident parking at the London Road end.



footpath section looking south west towards junction with Cornflower Place (far bollard)

Other routes considered:

London Road → Swan Pool OK; Bridge Street impossible

Town centre – Moreton Road – Maids Moreton; not enough space

Maids Moreton Avenue OK for walking; not feasible for temporary improvements for cycling; hard surface would be controversial

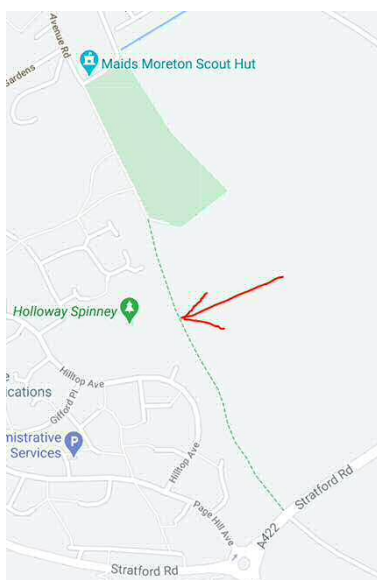
Majority of estate footpaths are too narrow for cyclists

(RS) You don't seem to have factored in the Scenic Walk/Railway Walk which has s106 money to improve to cycleway from Tingewick Road to bypass. (JM) We are aware of that, and are awaiting the s106 money to be drawn down. Current funding is for temporary measures and trial runs only; we have to find our own money for permanent schemes.

(PF) going back to Gawcott Road – footpath needs to be raised in part as it floods; wouldn't be expensive to do this and would encourage people to use it. Also at the roundabout the path doesn't line up with the centre refuge, so kids won't walk on grass, they make a run for it on the carriageway and don't use the island. If the path could be extended a few feet they'd get a better view of the traffic and keep their feet dry.



(MG): Suggest use Holloway, east of Page Hill. Ancient footpath, think it's a bridleway, runs from MM Playing Fields to Stratford Road by roundabout; well-used; plenty space to widen; OK for all-terrain bikes, not perhaps street bikes; traffic free. (JM) who owns the land? (MG) Public Right of Way/Bridleway, so probably County.



(JM) Can certainly look at that – if bridleway, excellent

(PF)¹ Also you haven't mentioned footpath along Buckingham School field that links up with the path from London Road into Hare Close on Badgers and Railway Walk and thus access to industrial estates.



(GG): we did look at the exit onto the bypass but the median island is quite narrow, but there is hatching we could use.

(WW) and the crossing point is well off the desire line – and the Industrial Estate side needs maintenance



(short discussion about whose responsibility this was, which wandered off into the matter of the Industrial Estate sign and its re-painting)

(RS): It's always good to separate children and vehicles if possible.

(CSC) Wheelchairs and mobility scooters need a good surface... [(PF) all these are reasonably flat and wide and with a good surface].... and dropped kerbs.

¹ Paddy Fealey used to be Admin Manager at The Buckingham School, and worked on the creation of the Circular Walk with Warren and Robin

(GG): We're trying to upgrade where possible.

(RS): Sometimes dropped kerbs aren't in pairs, or you get to a dead end and there's no drop. Probably not covered by this scheme.

(GG): Would be good to have a list of specific places.

(CSC): The Town Council did an audit, the results should have been sent to you.

(TM): Send to Jack, he's obviously able to action this.

ACTION KM: locate list; circulate TC Members for any others outside audit area

(MS): Concern about footpath link at Primrose Way – isn't it fenced off?

(GG): Just bollards on the upper section. But it has quite a gradient down to Mitre Street.

(MS): Also, the bollards on the path into Hare Close – they don't allow enough space; a mobility scooter struggles to get through. Should encourage greater use of Circular Walk, it misses a lot of main roads.

(GG) The trouble is the fencing each side, doesn't leave much option. (MS): Why bollards anyway? (GG): To stop skateboards and scooters running straight into road.

(RS): You could also do a proper job on the ditch; I've taken a spade to it recently to keep the water flowing, otherwise it backs up and floods the path and the road. Not good for children to have wet feet all day, or have to walk in the road to mind the flood.

ACTION: RS to email photos/details of exactly where problem is

(PF): We need shovel-ready schemes to use the money within the time limit. Gawcott Road would be a good start.

AGREED

Meeting finished at 3.05pm

Emergency Active Travel Fund, Buckingham Review Proposals

Invitees:

John Chilver (Cllr); Charlie Clare (Cllr); Simon Cole (Cllr); Patrick Fealey (Cllr); Margaret Gateley (Cllr); Angela Macpherson (Cllr); Tim Mills (Cllr); Howard Mordue (Cllr); Mike Smith (Cllr); Beville Stanier (Cllr); Christine Strain-Clark (Cllr); Robin Stuchbury (Cllr); Warren Whyte (Cllr)

Sophia Comer; Suze Endean; Amanda Hayes; Paul Hodson; Dan Lockwood; Jo Morphet; Adrian Lane; Suzanne Winkels

Notes: Mrs. K. McElligott

Notes on a meeting held at 2pm on Wednesday 8th March 2021 via Microsoft Teams.

Apologies Charlie Clare (Cllr); Amanda Hayes; Suzanne Winkels

This was a follow-up meeting on the Buckingham projects discussed in November. Detail drawings of the selected areas indicating road markings and signage were shown and discussed.

1. Bypass at Gawcott Road roundabout

- Extension of existing Gawcott Road footway along bypass to new crossing; addition of tactile paving
- Widening of this footway at corner to allow more space for pedestrians/cyclists to pass each other
- Reconstruction and extension of splitter island on bypass
- Red antiskid road surface on bypass to mark crossing
- Extension of existing cycle/footway along northern side of bypass to new crossing; addition of tactile paving
- New blue cycle direction signage to **Town Centre** and **Gawcott**
- DoT 'cycles crossing' warning signs on bypass
- New signage on Gawcott Road to indicate end of cycle route/cyclist to give way to pedestrians etc.

2. Gawcott Road roundabout – Embleton Way – Primrose Way – Mitre St./Lenborough Rd.

- Red surface strip across Gawcott Road north of roundabout
- New blue cycle direction signage to **Town Centre** and **Gawcott** at Gawcott Road Embleton Way/Primrose Way junction, Primrose Way/link path transition and link path/Mitre Street junction; surface markings at each of these
- 'Cyclists give way' sign on link path
- Blue cycle reminder sign on Primrose Way
- Blister tactile surfaces each end of link path

3. Bypass at existing crossing point Railway Walk – Great Slade (Industrial Estate)

- Red antiskid road surface on bypass to mark crossing
- New blue cycle direction signage to **University** and **Lace Hill & Superstore**
- DoT 'cycles crossing' warning signs on bypass
- Existing tactile surfaces to remain

4. Hunter Street & Station Road – Chandos Road

- Refresh existing traffic-calming signage
- New blue cycle direction sign on Hunter St. approach to Mitre St. junction to direct cyclists to link path
- New blue cycle direction signs at Berties Walk **Gawcott Rd**, **Town Centre**, **London Road via Chandos Rd**

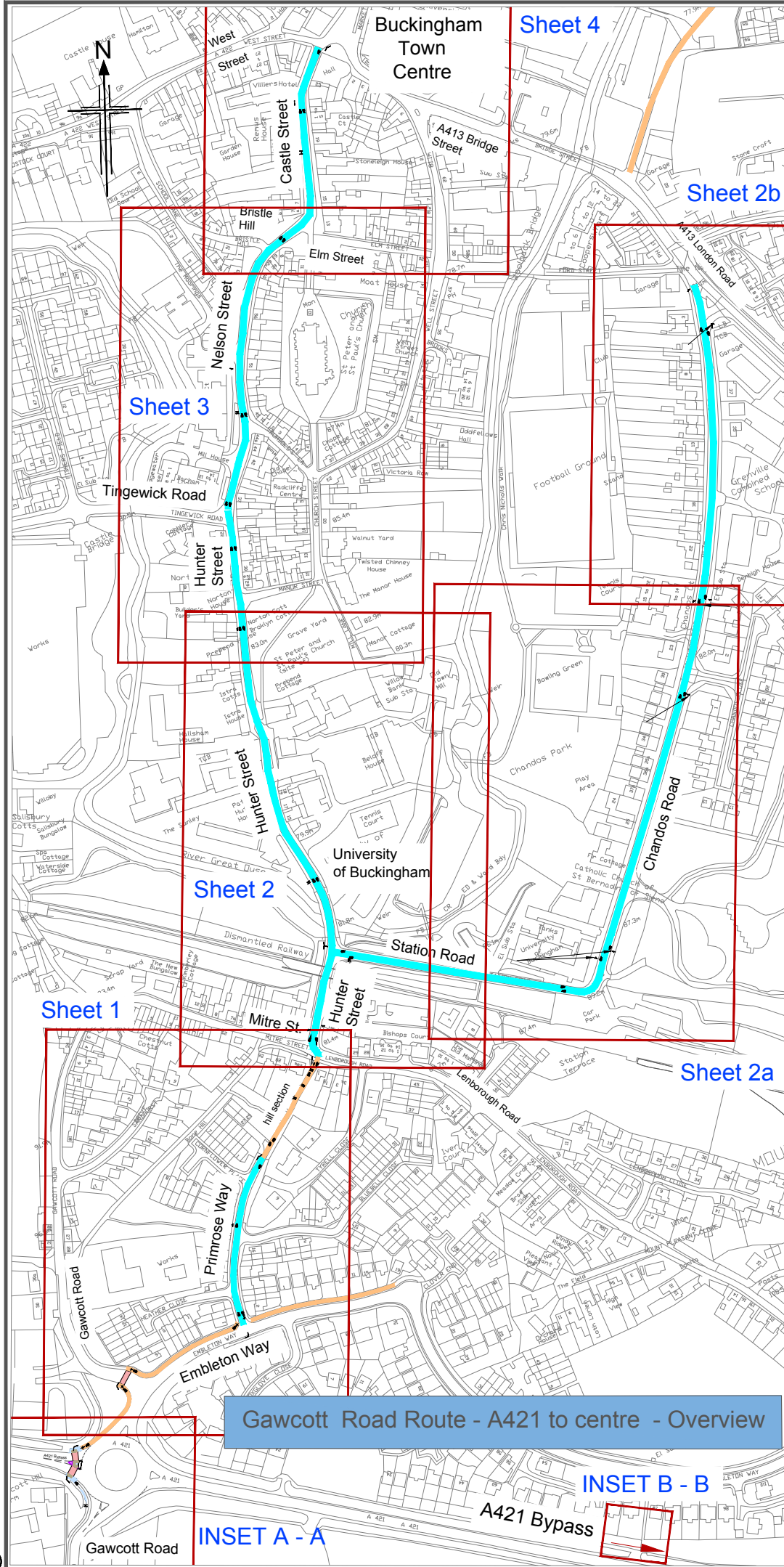
- 8 blue cycle reminder sign locations – 4 on Hunter St, 1 on Station Rd., 2 by Chandos Road Building, 1 by entrance to Waglands Garden flats, 1 by Chandos Court and 1 at London Road end.
 - New blue cycle direction sign by Sainsbury's **University & Gawcott Rd**
5. Nelson Street & Castle Street
- New blue cycle direction sign to **University** on lamp post by flats' car park entrance and adjacent to Villiers (tbc)
 - Blue cycle reminder sign opposite bottom of St. Rumbolds Lane and on Castle St.

These will be recommended to the Steering Group by 22nd March, and letters sent out to neighbouring properties mid April.

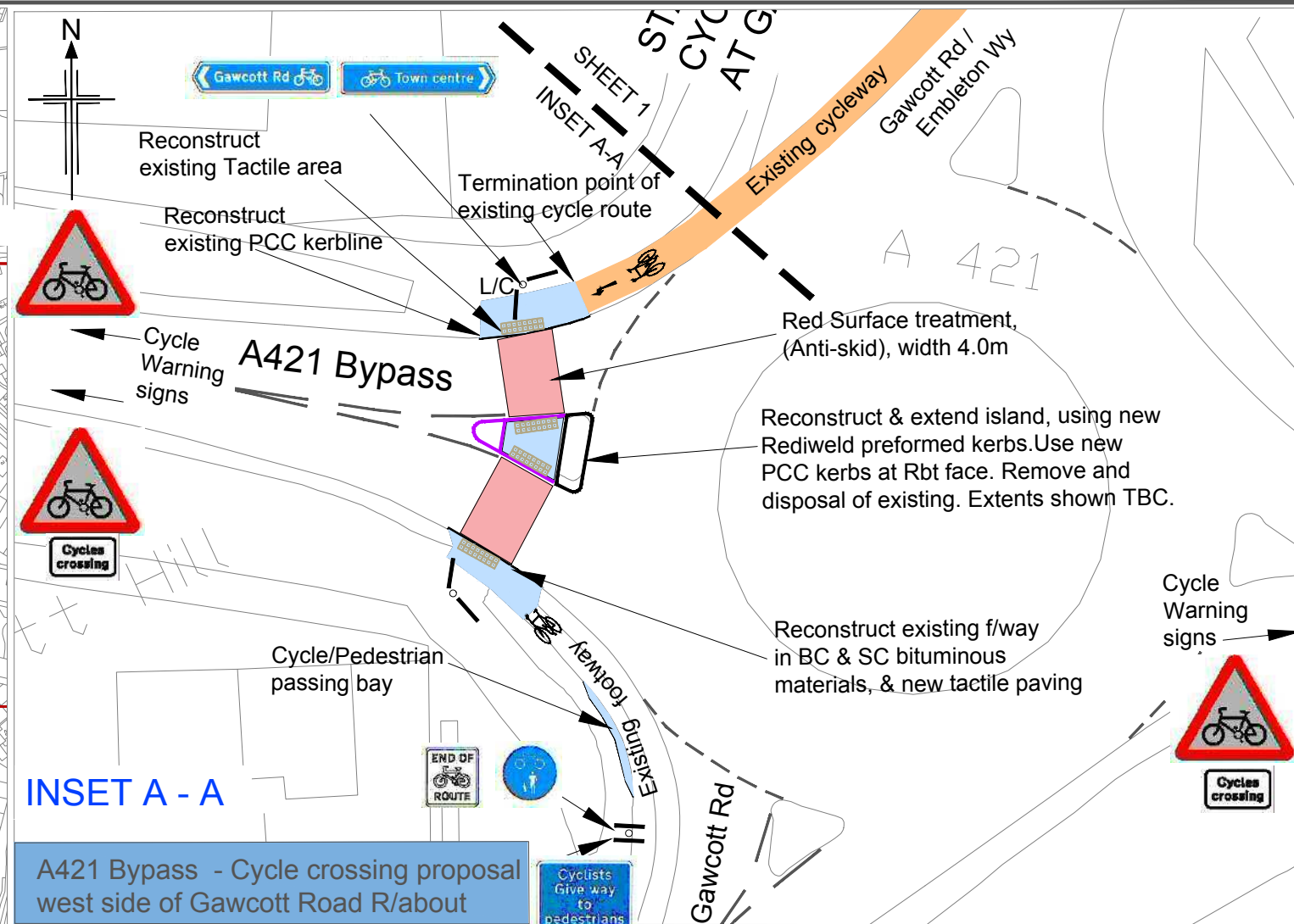
Suggestions & comments arising from the discussion:

- An additional salt bins in Embleton Way and Primrose Way (very steep)
- 40mph repeater signs with cycle signs on the bypass
- The surface of the bypass is breaking up by the Industrial Estate crossing where vehicles brake – could money be found to mend this at the same time as the new works? (AL: not from this funding, but will resurface as necessary)
- National Cycle Route 50 overlaps some of this - could the signage removed during 'decluttering' be replaced/upgraded?
- Will there be signage on the road surface? (AL: yes, on the running lane and avoiding parking areas)
- Station Road is used by schoolchildren; where will the crossing of Lenborough Road be for them? And Hunter St. / Station Road – there's only a path on one side (AL no formal crossings; tactile paving to warn of junction)
- Regrets no improvement of floodable stretch of Gawcott Road; doesn't encourage walking/cycling if road and path flooded (AL – outside the scope of this scheme; the drainage needs seeing to) ...but inhibits the success of the scheme (AL will take back to Department and raise it with colleagues) ... need to meet the commitment of the parish, they worked to get street lighting installed already, should be recognized and supported - and children not eligible for school transport
- It isn't only walking and cycling – it needs to be fit for mobility scooters too

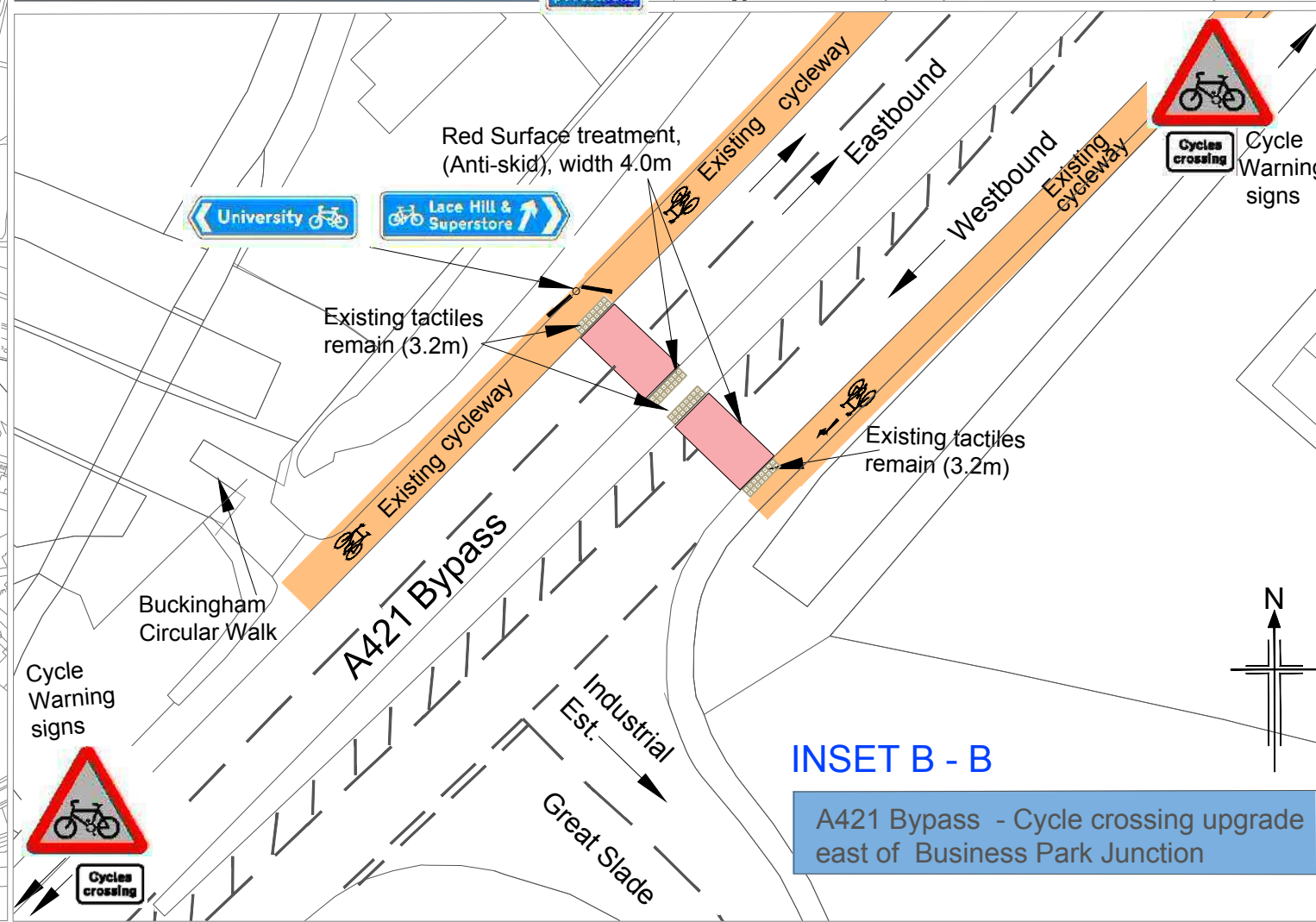
Meeting finished at 2.40pm



Gawcott Road Route - A421 to centre - Overview



INSET A - A
A421 Bypass - Cycle crossing proposal west side of Gawcott Road R/about



INSET B - B
A421 Bypass - Cycle crossing upgrade east of Business Park Junction

- NOTES :**
- 1) DRAWING TO BE PRINTED IN COLOUR
 - 2) DO NOT SCALE FROM THIS DRAWING
 - 3) ALL DIMENSIONS IN METRES UNLESS OTHERWISE NOTED
 - 4) THE ACCURACY OF THIS PLAN IS LIMITED TO THE ACCURACY OF THE ORDNANCE SURVEY MAPPING. PRIOR TO CONSTRUCTION, IT IS SUGGESTED THAT THE RESPECTIVE CARRIAGEWAY AND FOOTPATH WIDTHS ARE CONFIRMED ON SITE. IF ANY CONFLICTING INFORMATION IS DISCOVERED ON SITE, THIS SHOULD BE REPORTED TO A REPRESENTATIVE OF THE OVERSEEING ORGANISATION.
- KEY :**
- PROPOSED PRE-FORMED KERBS FOR SPLITTER ISLAND
 - PROPOSED SHARED CARRIAGEWAY CYCLE ROUTE
 - EXISTING SHARED-USE PATH
 - PROPOSED RED SURFACE TREATMENT
 - PROPOSED AREA FOR FOOTWAY RECONSTRUCTION
 - PROPOSED NEW SIGN (TO BE MOUNTED ON EXISTING L/COLUMNS OR SIGNPOSTS), FULL DETAILS OF SIGNBOARDS TO BE CONFIRMED.
 - PROPOSED CYCLE MARKINGS SYMBOL, TO BE INSTALLED. LOCATIONS SHOWN INDICATIVE, AND SUBJECT TO CONFIRMATION

CDM Regulations - DESIGN CHECK	
SHE - HAZARD BOX	
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Maintenance / Cleaning / Operation	
Construction	<ol style="list-style-type: none"> 1. Overhead cables 2. Underground utilities 3. Sleep embankment 4. Working near water 5. Live traffic / poor visibility 6. Interface with the general public 7. Animals or Livestock 8. Environmental / Heritage concerns
Decommissioning / Demolition	<ol style="list-style-type: none"> 1. Overhead cables 2. Underground utilities 3. Sleep embankment 4. Working near water 5. Live traffic / poor visibility 6. Interface with the general public 7. Animals or Livestock 8. Environmental / Heritage concerns
OTHER RISK INFORMATION	
<ol style="list-style-type: none"> 1. Proximity of Live exposed cables - London Underground Metropolitan Line 2. Proximity of Operational Live Railway - London Underground Metropolitan Line 	

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Rev	Rev. Date	Purpose of revision	Originator	Checker	Approver
2	04 MAR 2021	MINOR REVISIONS-GAWCOTT RD FOOTWAY LAYOUTS REVISED	ADL	DL	DL
1	22 JAN 2021	NEW PROPOSALS ADDED ON A421 BYPASS	ADL	DL	DL
0	August 2020	ORIGINAL ISSUE	ADL	**	**

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Jacobs
ROB SMITH
SERVICE DIRECTOR
HIGHWAYS AND TECHNICAL SERVICES

Client: **Buckinghamshire Council**
Project: **BUCKINGHAMSHIRE COUNCIL ACTIVE TRAVEL PLAN BUCKINGHAM CYCLEWAY OPTIONS**

Drawing title: **A421 BYPASS PROPOSALS GAWCOTT RD R/ABOUT AND ROUTE OVERVIEW LAYOUT 1 OF 4**

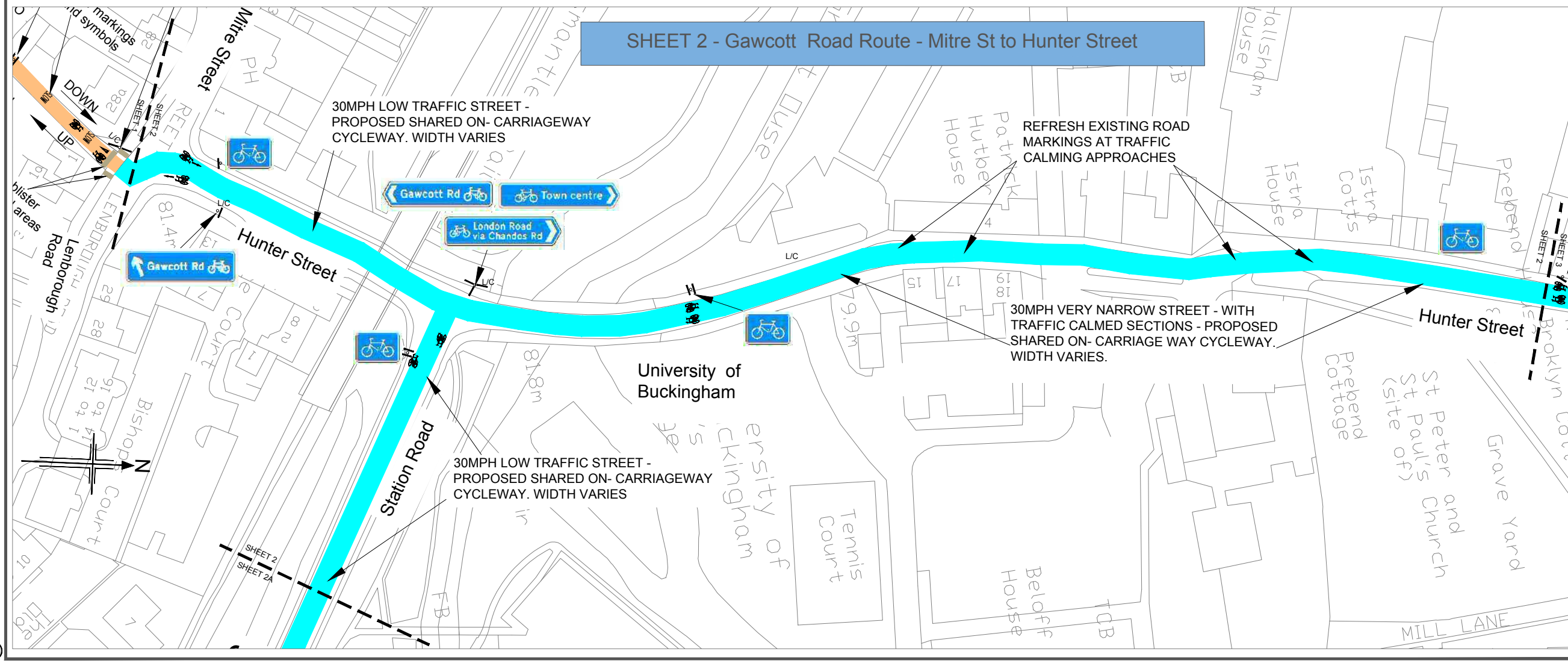
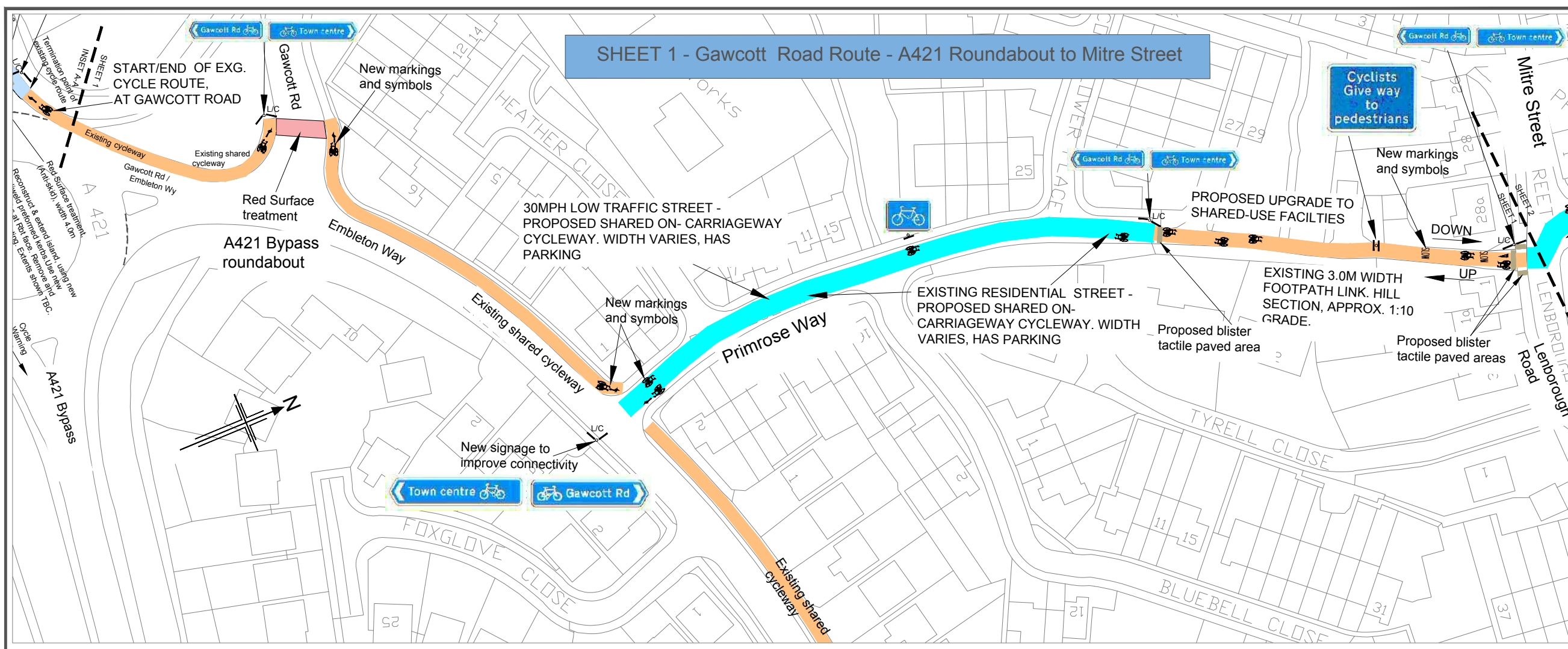
Drawing status:	PRELIM DESIGN
Scale:	1/250 , & 1/2000 @ A3 DO NOT SCALE
Project No.:	TEE20032

Drawing number:	TEE20032-JAC-ATP-SITE13-01	Rev:	2
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N:\Transportation\Shared\Re-allocation of Roadspace - ACTIVE TRAVEL180 - Drawings\Working\Buckingham\TEE20032-JAC-ATP-BUCKGHM-0001-REV2.dwg - 04/03/2021 11:21:55 - TFB A3-Site 13-02 - T-ALANE



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- KEY :**
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 - PROPOSED / EXISTING SHARED-USE PATH
 - PROPOSED RED SURFACE TREATMENT
 - PROPOSED NEW SIGN (TO BE MOUNTED ON EXISTING L/COLUMNS OR SIGNPOSTS), FULL DETAILS OF SIGNBOARDS TO BE CONFIRMED.
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CDM Regulations - DESIGN CHECK	
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Maintenance / Cleaning / Operation	
Construction	
1. Overhead cables	5. Live traffic / poor visibility
2. Underground utilities	6. Interface with the general public
3. Sleep enhancement	7. Animals or Livestock
4. Working near water	8. Environmental / heritage concerns
Decommissioning / Demolition	
1. Overhead cables	5. Live traffic / poor visibility
2. Underground utilities	6. Interface with the general public
3. Sleep enhancement	7. Animals or Livestock
4. Working near water	8. Environmental / heritage concerns
OTHER RISK INFORMATION:	
1.	2.

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Rev	Rev. Date	Purpose of revision	Originator	Checker	Approver
2	04-03-2021	MINOR REVISIONS TO NOTATION, AND DETAIL UPDATES	ADL	DL	DL
1	25-01-2021	GENERAL REVISIONS, LAYOUTS REVISED SIGNS AND MARKINGS ADDED	ADL	DL	DL
0	August 2020	ORIGINAL ISSUE	ADL	DL	GG

Client: **Buckinghamshire Council** and **Jacobs**

Project: **BUCKINGHAMSHIRE COUNCIL ACTIVE TRAVEL PLAN BUCKINGHAM CYCLEWAY OPTIONS**

Drawing title: **GAWCOTT ROAD R/ABOUT TO HUNTER STREET LAYOUT 2 OF 4**

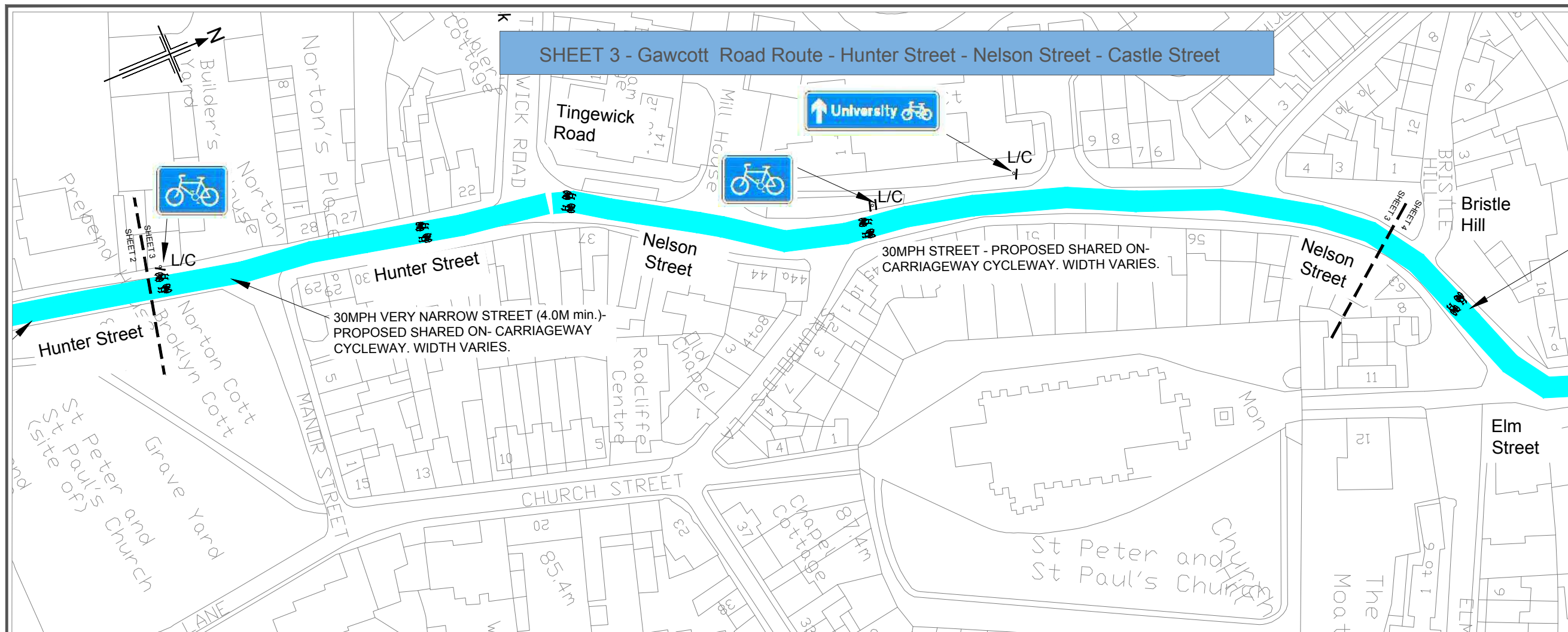
Drawing status: **PRELIM. DESIGN**

Scale: **1/1000 @ A3 DO NOT SCALE**

Drawing number: **TEE20032-JAC-ATP-SITE13-02** Rev: **2**

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SHEET 3 - Gawcott Road Route - Hunter Street - Nelson Street - Castle Street



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- KEY :**
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 - PROPOSED SHARED-USE PATH
 - PROPOSED NEW SIGN (TO BE MOUNTED ON EXISTING L/COLUMNS OR SIGNPOSTS), FULL DETAILS OF SIGNBOARDS TO BE CONFIRMED.
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Maintenance / Cleaning / Operation	Construction	Decommissioning / Demolition	OTHER RISK INFORMATION:
1. Live traffic / poor visibility	1. Overhead cables	1. Overhead cables	1. Proximity of Live exposed cables - London
2. Interface with the general public	2. Underground utilities	2. Underground utilities	2. Proximity of Operational Live Railway - London Underground Metropolitan Line
3. Animals or Livestock	3. Sleep embankment	3. Sleep embankment	
4. Working near water	4. Working near water	4. Working near water	
5. Live traffic / poor visibility	5. Live traffic / poor visibility	5. Live traffic / poor visibility	
6. Environmental / heritage concerns	6. Environmental / heritage concerns	6. Environmental / heritage concerns	
7. Animals or Livestock	7. Animals or Livestock	7. Animals or Livestock	
8. Environmental / heritage concerns	8. Environmental / heritage concerns	8. Environmental / heritage concerns	

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Rev	Rev. Date	Purpose of revision	Originator	Checker	Approver
2	04-03-21	MINOR AMENDMENTS TO NOTATION AND MARKINGS	ADL	DL	DL
1	January 2021	LAYOUT REVISED - SHEETS LABELLED	ADL	DL	DL
0	August 2020	ORIGINAL ISSUE	ADL	**	**

Buckinghamshire Council

Jacobs

Client: **Transport for Buckinghamshire**

Project: **BUCKINGHAMSHIRE COUNCIL ACTIVE TRAVEL PLAN BUCKINGHAM CYCLEWAYS**

Drawing title: **GAWCOTT RD ROUTE NELSON STREET TO TOWN CENTRE LAYOUT 3 OF 4**

Drawing status: **FEASIBILITY**

Scale: **1/1000 & 1/2000 @ A3 DO NOT SCALE**

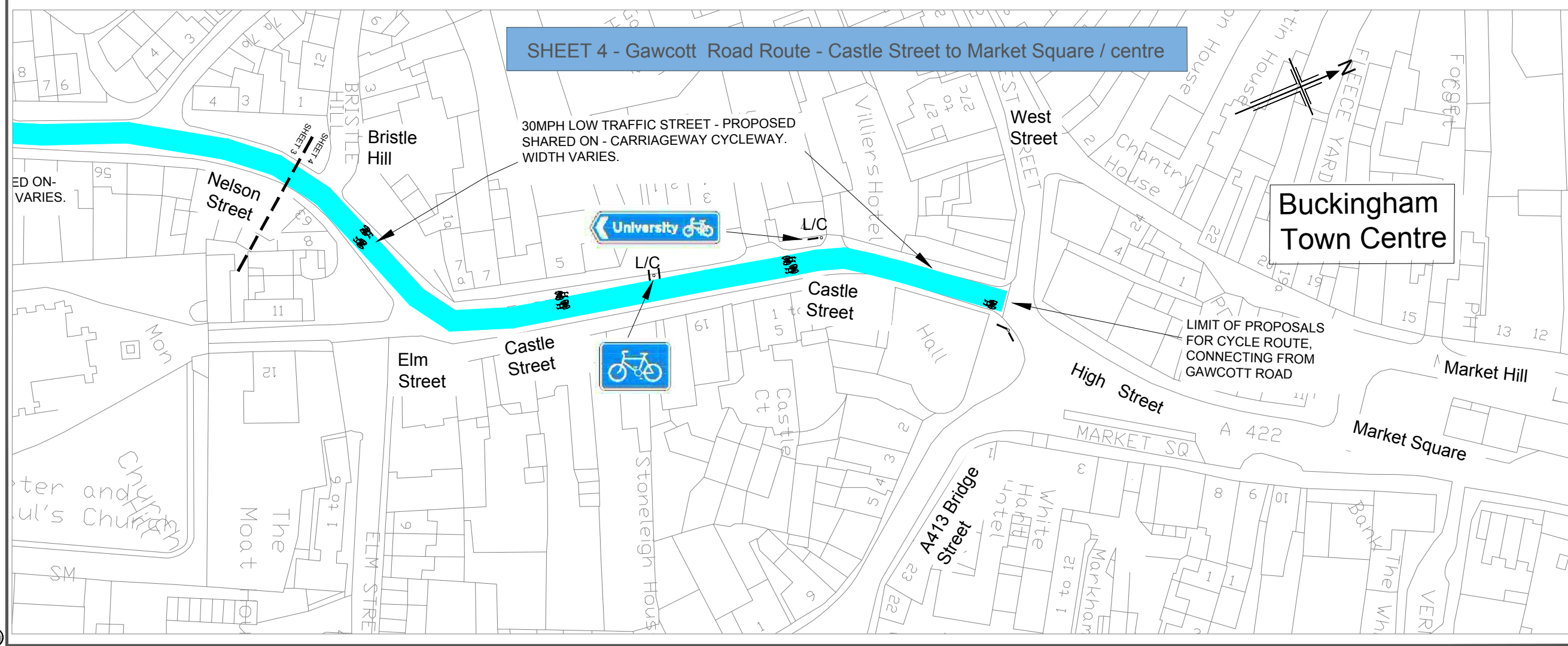
Project No.: **TEE20032**

Drawing number: **TEE20032-JAC-ATP-SITE13-03**

Rev: **2**

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SHEET 4 - Gawcott Road Route - Castle Street to Market Square / centre



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LIMIT OF PROPOSALS FOR STATION ROAD AND CHANDOS ROAD, CONNECTING WITH GAWCOTT ROAD


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KEY :

 PROPOSED SHARED CARRIAGEWAY CYCLE ROUTE

 PROPOSED SHARED-USE PATH

 PROPOSED NEW SIGN (TO BE MOUNTED ON EXISTING L/COLUMNS OR SIGNPOSTS), FULL DETAILS OF SIGNBOARDS TO BE CONFIRMED.

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CDM Regulations - DESIGN CHECK	
SHE - HAZARD BOX	
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Maintenance / Cleaning / Operation	
Construction	1. Overhead cables 2. Underground utilities 3. Sleep embankment 4. Working near water 5. Live traffic / poor visibility 6. Interface with the general public 7. Animals or Livestock 8. Environmental / heritage concerns
Demolition / Dismantling	1. Overhead cables 2. Underground utilities 3. Sleep embankment 4. Working near water 5. Live traffic / poor visibility 6. Interface with the general public 7. Animals or Livestock 8. Environmental / heritage concerns
OTHER RISK INFORMATION:	
1. Proximity of Live exposed cables - London Underground Metropolitan Line 2. Proximity of Operational Live Railway - London Underground Metropolitan Line	

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Rev	Rev. Date	Purpose of revision	Originator	Checker	Approver
2	04-03-21	MINOR NOTATION AMENDMENTS	ADL	DL	DL
1	January 2021	STATION RD / CHANDOS RD ROUTE ADDED	ADL	DL	DL
0	August 2020	ORIGINAL ISSUE	ADL	DL	GGG

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Client:  Transport for Buckinghamshire

ROB SMITH
SERVICE DIRECTOR
HIGHWAYS AND TECHNICAL SERVICES

Project: BUCKINGHAMSHIRE COUNCIL
ACTIVE TRAVEL PLAN
BUCKINGHAM CYCLEWAYS

Drawing title: GAWCOTT RD ROUTE
STATION RD & CHANDOS RD
TO LONDON ROAD
LAYOUT 4 OF 4

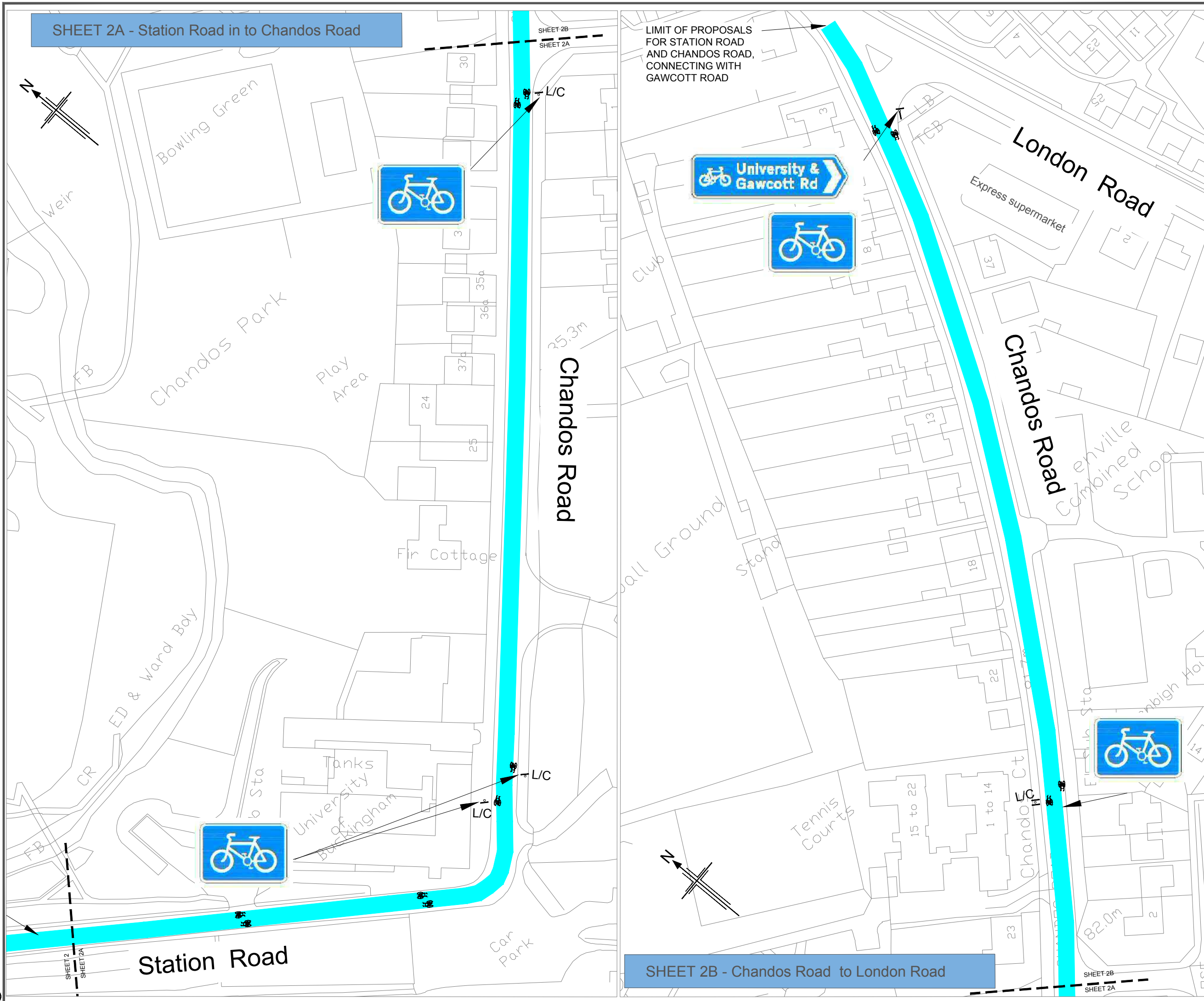
Drawing status: FEASIBILITY

Scale: 1/500 @ A3 **DO NOT SCALE**

Project No.: TEE20032

Drawing number: TEE20032-JAC-ATP-SITE13-04 Rev 2

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	A	B	C	D	E	F	G	H	I	J	K	L	M	
1	Call-ins Accepted					Shire Councillors								
2	Year	Appln	Typesite	Proposal	CC	SC	TM	HM	RS	WW	date of BTC agenda	Later contact if any		
3	2018	04626	APP	Overn Crescent	4 houses	-	-	√	-	-	-	21/1/19 & 22/06/20	amended plans	
4	2019	00148	AOP	Land at Osier Way	up to 420 houses	-	-	-	-	√	-	4/2/19		
5	2019	00902	ADP	Land adj 73 Moreton Road	Reserved matters - 13 houses	-	x	-	-	√	-	15/4/19 & 18/1/21	amended plans	
6	2020	00510	APP	Moreton Road III	130 houses	-	-	-	-	√	-	24/2/20		
7	2020	03840	APP	5 The Villas	extension	-	-	-	-	-	√	30/11/20		
8	2020	03950	APP	Land by Old Police Station	9 new houses	-	-	-	-	√	-	30/11/20		
9	2021	00479	APP	Oddfellows Hall	variation - rooflights	-	-	-	-	-	√	22/2/21		
10	2021	02511	APP	land at The Pightle	8 flats	-	-	-	-	√	-	14/9/20	amended plans	
11														
12														
13	Oppose/Call-ins Not Accepted by Cllr - awaiting decision					Shire Councillors								
14	Year	Appln	Typesite	Proposal	CC	SC	TM	HM	RS	WW	date of BTC agenda	Later contact if any		
15	2018	00932	APP	19 Castle Street	6 flats above shop	-	-	-	-	-	-	14/5/18 & 20/04/20	amended plans	
16	2020	02506	ALB	50-51 Nelson Street	change #51 to HMO	not possible for ALB						17/8/20		
17	2020	03092, 03281 & 03439	APP ALB & AAD	TJ's, 4 Market Square	ch/use to restaurant and install external flue	?	-	-	-	-	-	02/11/20 & 18/1/21		
18	2020	03602	APP	Royal Latin School	Vary hours of use	?	-	-	-	-	-	2/11/20		
19	2020	03677	APP	32 Bradfield Ave	new house	?	?	-	-	-	-	30/11/20		
20	2020	04044	APP	61 Moreton Road	Condition to be added to 19/0073	-	-	x	-	-	-	21/12/20		
21	2020	04127	APP	10 Hilltop Avenue	fence & shed	-	-	-	?	-	-	21/12/20		
22	2020	04249	APP	2 Chandos Close	fence	-	-	-	?	-	-	21/12/20		
23														

	A	B	C	D	E	F	G	H	I	J	K	L	M
24													
25	Call-ins Not Accepted by LPA - decision made					Shire Councillors							
26	Year	Appln	Type	site	Proposal	CC	SC	TM	HM	RS	WW	date of BTC agenda	Later contact if any
27	2018	01098	APP	23/23A/23B Moreton Road	split 3 houses into 6 flats							30/4/18 &20/8/18, 9/9/19, 23/3/20, 6/7/20	amended plans
28	2018	04290	APP	West End Farm	72 flats/Care Home	-	-	-	-	v	-	17/12/18 & 21/1/19, 4/2/19, 13/7/20	amended plans
29	2019	00391	APP	The Workshop, Tingewick Rd	ch/use & new access	-	x	-	-	-	-	25/2/19 & 03/02/20	amended plans
30	2019	001476	APP	Station House, Tingewick Road	11 houses	-	-	-	?	-	-	13/5/19 & 27/02/20	additional document
31	2019	01564	APP	12-13 Market Hill (M&Co)	9 flats over and 23 newbuild flats behind	-	-	-	-	-	-	20/5/19	
32	2019	02627	AAD	Old Town Hall	signage (retrospective)	-	-	-	-	-	-	9/9/1924/0 2/2020	amended plans
33	2019	03531	APP	10 Tingewick Road (Hamilton Precision)	variation 16/02641/APP 50 houses	-	-	-	-	v	-	28/10/19	
34	2019	03624	ALB	Old Town Hall	signage (retrospective)	-	-	-	-	-	-	9/9/19 & 24/2/20	amended plans
35	2020	01018	APP	7 Krohn Close	extensions	-	x	-	-	-	-	20/4/20 & 17/08/20	amended plans
36	2020	01240	APP	5 The Villas	extension	-	-	-	-	-	v	18/5/20 & 22/6/20	add'l plans
37	2020	02013	APP	10 Hilltop Avenue	Fence and shed	-	-	x	-	-	-	20/7/20	

	A	B	C	D	E	F	G	H	I	J	K	L	M
38	2020	03387	APP	14 Glynswood Road	2-st front extension	-	-	-	-	-	x	2/11/20	
39	2020	03494	APP	71 Overn Crescent	2-st side extension	-	-	-	√	-	-	2/11/20	

	N	O	P
1	Notes		
2	Response	Committee Date	Decision
3	no change to original response		
4			
5	Reduction to 12 houses - no change; RS call-in		
6			
7			
8			
9			
10	oppose; RS call-in after amended plans		
11			
12			
13	Notes		
14	Response	Committee Date	Decision
15	& 17/04671/ALB; Oppose until HBO satisfied		
16	in combination with 20/01830/APP		
17			
18			
19			
20	TM queried reasons;refused		
21	WW has objected separately		
22			
23			

	N	O	P
24			
25	Notes		
26	Response	Committee Date	Decision
27	no change to original response; deferred for more information	officer decision	Approved 21/10/20
28	no change to original response	WITHDRAWN 27/2/20	
29	Oppose & Attend	officer decision	Approved 11/11/20
30	no change to original response; appeal (non-det) lodged 26/11/20	Planning Inspector	Appeal dismissed 4/2/21
31	<i>Revised application 20/02752/APP submitted August 2020, see below</i>	Officer decision	Refused 6/7/20
32	response changed to No Objections subject to the satisfaction of the HBO	officer decision	Approved 30/10/20
33		officer decision	Approved 28/10/20
34	response changed to No Objections subject to the satisfaction of the HBO	officer decision	Approved 30/10/20
35	no change to original response	officer decision	Approved 3/9/20
36	no change to original response	WITHDRAWN 18/9/20	
37	<i>see new appln 20/04127</i>	officer decision	Refused 23/9/20

	N	O	P
38	WW has agreed changes with officer; amended plans submitted but not consulted on	officer decision	approved 12/2/21
39	HM in discussion with officer	officer decision	approved 2/2/21

Open consultation

The Future of the New Homes Bonus: consultation

Published 10 February 2021

Contents

1. Consultation procedure
2. Introduction
3. Background
4. Options for reform
5. Summary of questions

About this consultation

Annex A: Personal data

1. Consultation procedure

Topic of this consultation: This consultation seeks views on the future of the New Homes Bonus, from 2022/23 onwards. It covers a number of options for reforming the programme to provide an incentive which is more focused and targeted on ambitious housing delivery, complements the reforms outlined in the government's Planning White Paper, and dovetails with the wider financial mechanisms the government is putting in place, including the infrastructure levy and the Single Housing Infrastructure Fund.

Scope of this consultation: This consultation sets out a variety of options for reforming the New Homes Bonus, beginning in 2022/23. The options on which views are sought are:

- raising the baseline percentage
- rewarding improvement on average past housing growth
- rewarding improvement or high housing growth
- support infrastructure investment in areas with low land values
- introducing a premium for modern methods of construction (MMC)
- introducing an MMC condition on receipt of funding
- requiring an up-to-date local plan

Geographical scope: This consultation is applicable to England only.

Basic information

Body responsible for the consultation: Ministry of Housing, Communities and Local Government

Duration 8 weeks from 10 February 2021.

Enquiries: For any enquiries about the consultation please contact: newhomesbonus@communities.gov.uk

Housing Investment and Diversification Division
Ministry of Housing, Communities and Local Government
Fry Building
2 Marsham Street
London

How to respond

If possible, please respond to the questions in this consultation via the online form.

Responses may also be sent to: newhomesbonus@communities.gov.uk

The deadline for responses is 7 April 2021.

2. Introduction

The New Homes Bonus (“the Bonus”) rewards local authorities for net additional homes added to the Council Tax Base, thereby seeking to incentivise authorities to encourage housing growth in their areas. Introduced in 2011, the Bonus applies in respect of additional new builds and conversions delivered above a baseline of housing growth, using the national average band D council tax rate. It also applies in respect of long-term empty properties brought back into use, and there is a premium for affordable homes.

The Bonus is paid annually from a top slice of the Revenue Support Grant and forms part of the Local Government Finance Settlement. The funding is un-ringfenced so that councils can choose how to allocate the funding to meet local priorities, and, in two-tier areas, allocations are split 80/20 between District and County Councils. On introduction allocations were paid for 6 years, known as ‘legacy payments’. Since its introduction in 2011, including the allocations for 2021/22, the Bonus has awarded a total of £9.5 billion to local authorities in England, recognising a net increase in housing stock of 2 million. This includes 500,000 affordable homes.

The government considers that it is now appropriate to consider the future of the Bonus and, in particular, options for reforming the scheme to ensure it provides an effective incentive which: is focused and targeted on ambitious housing delivery; complements the reforms outlined in the government’s Planning White Paper; and dovetails with the wider financial mechanisms the government is putting in place, including the proposed infrastructure levy and the National Home Building Fund, a multi-billion pounds programme which will bring together existing housing land and infrastructure funding streams into a single, flexible, more powerful pot, to drive an increase in supply over the long term.

3. Background

The New Homes Bonus was introduced in 2011 to provide an incentive for local authorities to encourage housing growth in their areas. The aim of the Bonus was to provide a financial incentive to reward and encourage local authorities to help facilitate housing growth. The five key stated principles of the policy were that it should be:

- a powerful incentive
- simple in terms of understanding and implementation
- transparent in terms of its recognition, significance and rewards from growth
- predictable in terms of expected future funding and perception of being a permanent feature of local government finance
- flexible in terms of how receipts are spent and spent in line with the wishes of the local community.

Following the outcome of the 2015 Spending Review, in December 2015 the government consulted on making changes to the way the Bonus is calculated to improve the incentive effect and make savings of at least £800 million to support authorities with specific pressures, such as adult social care. The consultation sought views on:

- reducing the number of years for which the Bonus is paid from 6 years to 4 years, 3 years or 2 years

- withholding the Bonus from areas where an authority does not have a Local Plan in place
- abating the Bonus in circumstances where planning permission for a new development has only been granted on appeal
- adjusting the Bonus to reflect estimates of deadweight (introducing a baseline above 0%)

Following the consultation, in 2017/18 we implemented changes to:

- reduce the number of years the Bonus is paid to 5 years in 2017/18 and 4 years from 2018/19
- introduce a baseline of 0.4% growth of housing stock below which the Bonus would not be paid (and retained the option of adjusting the baseline to ensure allocations remained within the funding envelope)

As part of the Local Government Finance Technical Consultation, in Summer 2017 the Department consulted on methodology for reducing payments for homes where planning permission is later granted on appeal but decided not to implement this measure.

For 2020/21, as part of the one-year Spending Round, the government announced that it would make a new round of allocations for 2020/21 but that these allocations would not attract new legacy payments and that it would consult on the future of the housing incentive.

4. Options for reform

This section outlines the broad options the government has been considering for reforming the Bonus. It describes the approaches that could be taken and sets out some of the key relevant considerations. In those cases where the government has a preferred approach, this is explained.

Importantly, the options for reform considered in this section would only be implemented for funding allocations made from 2022-23 onwards. No changes are proposed for either calculation of the in-year element of the 2021-22 allocations or payments due to be made in 2021-22 relating to previous years. This is to ensure that local authorities have sufficient time to reflect the proposed changes in their forward planning.

Legacy payments

Prior to reforms to the Bonus implemented in 2017/18, to provide a powerful and predictable incentive, each annual in-year reward was paid for six financial years, such that allocations built up incrementally over time as each 'in-year' reward continued to be paid in addition to the new reward for that year. These are commonly referred to as legacy payments. The longevity of legacy payments was reduced when the Bonus was reformed in 2017/18. New legacy commitments ceased to be made in allocations from 2020/21 and the government does not intend to reintroduce the concept of legacy payments.

4.1. Questions on the current New Homes Bonus

The efficacy of the current Bonus

The government would firstly like to hear stakeholders' views on the efficacy of the Bonus in positively influencing behaviour to promote ambitious housing delivery.

Question 1: Do you believe that an incentive like the Bonus has a material and positive effect on behaviour?

Question 2: If you are a local authority, has the Bonus made a material impact on your own behaviour?

Question 3: Are there changes to the Bonus that would make it have a material and positive effect on behaviour?

The split in two-tier areas

Under the current scheme, in two tier areas, allocations are split 80/20 between District and County Councils. The rationale for this split was that for the incentive to be most powerful, it needed to be strongest where the planning decision sits – the lower tier in two tier areas. The government however also recognised the role, in two tier areas outside London, of the upper tier in the provision of services and infrastructure and the contribution they make to strategic planning. Payment of the Bonus was therefore split between tiers outside London: 80% to the lower tier and 20% to the upper tier. The government would now like to hear views on whether this arrangement should be continued in a reformed Bonus.

Question 4: Should the government retain the current 80/20 split in any reformed Bonus, or should it be more highly weighted towards the District Councils or County Councils?

The affordable housing premium

Under the current scheme, there is a premium of £350 per additional affordable home. This was introduced to reward local authorities that provide the right balance of housing to meet the needs of local people, ensuring that affordable homes are sufficiently prioritised within supply. The government seeks views on whether this feature should be retained in a reformed Bonus.

Question 5: Should the affordable housing premium be retained in a reformed Bonus?

Question 6: Is £350 per additional affordable home the right level of premium, or should this level be increased or decreased?

Empty homes

The current scheme also rewards local authorities for bringing long-term empty properties back into use. The rationale for this feature of the Bonus was to strengthen the incentive for local authorities to identify empty properties and work with property owners to find innovative solutions that allow these properties to be brought back into use. The government also seeks views on this aspect of the Bonus.

Question 7: Should a reformed Bonus continue to reward local authorities for long-term empty homes brought back in to use?

Time period on which payments are based

Payments under the current Bonus are based on the most recent year of housing delivery. However, there is considerable year-on-year fluctuation in housing delivery within local authorities – fluctuation which may not necessarily reflect an underlying change in performance. One possible approach would be to instead base payments on the average of the most recent three years of housing delivery. The government seeks views on whether a reformed Bonus should be adjusted in this way.

Question 8: Should the Bonus be awarded on the basis of the most recent year of housing delivery or the most recent three years?

4.2. Changes to the threshold for payment

Under the current scheme, the threshold for payment is a baseline percentage of annual housing growth: local authorities are only rewarded for net additional homes added to the Council Tax Base above a baseline of 0.4% growth in their housing stock over the previous year. In other words, if the housing stock has risen by 0.3% since the previous year, no Bonus is payable, whereas, if it has grown by 0.5%, Bonus is payable in respect of 0.1% housing growth.

The government now seeks views on possible reforms to the threshold for payment of the Bonus.

Option A: Raising the baseline percentage

One option would be to keep the payment threshold as a baseline of annual housing growth, but to raise the baseline percentage. The government is considering a new baseline of 0.6%, 0.8% or 1.0% growth, and invites views on each of these possibilities. The government considers that raising the baseline, making the reward more challenging to achieve, would sharpen the incentive effect of the Bonus and encourage more ambitious housing delivery.

Question 9: Do you agree that the baseline should be raised?

Question 10: If the baseline is to be raised, should it be raised to 0.6%, 0.8% or 1% of housing growth since the preceding year?

Question 11: Why should the government opt for the baseline you have recommended in answer to the previous question? A higher baseline could potentially be combined with a higher payment rate (so as to keep the total level of funding broadly constant). Alternatively, the same payment rate could be maintained (in which case total funding would fall).

Question 12: If the baseline is to be raised, should this change be combined with higher payment rate?

Option B: Rewarding improvement: setting the payment threshold by reference to a local authority's past performance

An alternative approach would be to set the threshold relative to a local authority's own past performance in respect of housing growth. Rather than having a single baseline of housing growth for all authorities, this approach would in effect reward authorities for improvement on their average past performance. Authorities would be rewarded for each net housing addition to the Council Tax Base above a certain percentage (call it x%) of the annual average of past net housing additions (over a designated period of time).

The purpose of this reform would be to provide an incentive for authorities with a less successful record of housing delivery to improve rapidly. Both the value of the variable x, and the time period over which average past performance should be calculated, are parameters on which the government would welcome views. Time periods the government is considering for calculating average past performance are 5 or 10 years. The government is not minded to use a period shorter than 5 years, as year-on-year fluctuations in housing delivery within a given local authority likely make this inappropriate.

Question 13: Should the government adopt a new payment formula for the Bonus which rewards local authorities for improvement on their average past performance with respect to housing growth?

Question 14: If the government is to adopt such a payment formula, above what percentage (x%) of average past net housing additions should the Bonus begin to be paid? In other words, what should the value of x be?

Question 15: If the government is to adopt such a payment formula, over what period should the annual average of past net additions be calculated? Should it be a period of 5 years or 10 years?

Option C: A hybrid approach: rewarding improvement and high housing growth

A further alternative would be a hybrid of options A and B. This hybrid approach would involve adopting a new payment formula that rewards authorities for either improving on their average past performance or

achieving high housing growth. Under this option, authorities would be rewarded for each net housing addition to the Council Tax Base above the lower of:

x% of the annual average of past net housing additions (over the relevant designated period of time); and
y% of the authority's housing stock.

The purpose of this hybrid approach would be for the Bonus to continue to incentivise authorities to perform well, but also provide an incentive for authorities with a less successful record of housing delivery to improve rapidly. The government welcomes views on what the values of the variables x and y should be in this payment formula. The government's current preferred approach would be to set the value of y significantly higher than the current 0.4% baseline.

Question 16: Should the government adopt a new hybrid payment formula for the Bonus which rewards either improved performance or high housing growth? Please explain why or why not.

Question 17: Above what percentage (x%) of average past net housing additions should the Bonus begin to be paid? In other words, what should the value of x be in this proposed hybrid payment formula?

Question 18: Above what percentage (y%) increase in the authority's housing stock should the Bonus be paid? In other words, what should the value of y be in this proposed hybrid payment formula?

4.3. Supporting infrastructure investment in areas with low land values

In the Planning for the Future White Paper, the government proposes to replace the existing system of developer contributions with a new Infrastructure Levy. The Infrastructure Levy would capture a proportion of land value uplift associated with housing development and use this to fund affordable housing and infrastructure. Land value uplift is greatest in areas where development values are high. The government is currently considering responses to Planning for the Future, and decisions on how to take the Infrastructure Levy forward are subject to this consideration.

Option D: Repurposing the Bonus to support infrastructure investment in areas with low land values

One approach would be to repurpose the Bonus to balance the effects of low developer contribution income in lower value areas by providing an incentive to local authorities to bring forward development in these areas. This would support local authorities in lower value areas to provide infrastructure and affordable housing alongside development. This approach depends on core elements of the Infrastructure Levy being taken forward in line with the approach proposed in the White Paper.

Question 19: Do you agree with the proposal to repurpose the Bonus to balance the effects of the Infrastructure Levy by providing an incentive to authorities to bring forward development in lower value areas?

Question 20: What, in your view, would be the advantages and disadvantages of repurposing the Bonus in this way?

Question 21: If the option is to be pursued, should this reform to the Bonus be postponed until the new planning system is enacted?

4.4. Modern Methods of Construction

The Bonus presently incentivises general housing growth, and the government intends to keep this as the primary objective of any reformed Bonus. However, the government also wishes to promote take up of modern methods of construction (MMC), and is considering ways in which the Bonus might, as a subsidiary

objective, incentivise MMC. The government is keen to hear views on what levers local authorities have at their disposal to encourage the use of MMC and how a reformed Bonus might best reward these.

Question 22: In your view, what levers do local authorities have at their disposal to encourage uptake of MMC, and how impactful is such encouragement likely to be?

Option E: Introducing a premium for modern methods of construction (MMC)

One approach would be to introduce a premium for new homes built using MMC, analogous to the premium for affordable homes paid under the current scheme. The government recognises that the data on MMC required for this option is not currently collected and invites views on the burden these additional data requirements might impose on local authorities. One approach being considered by the government is to collect the relevant MMC data at the point at which a building is signed off as habitable.

Modern Methods of Construction

Modern Methods of Construction refers to a wide spectrum of technologies, ranging from offsite construction to smart techniques. The MHCLG Joint Industry Working Group on MMC produced a seven-category definition framework, which spans the MMC used in homebuilding. The categories are:

Category 1 – Pre-Manufacturing - 3D primary structural systems: A systemised approach based on volumetric construction involving the production of three-dimensional units in controlled factory conditions prior to final installation

Category 2 – Pre-Manufacturing - 2D primary structural systems: A systemised approach using flat panel units used for basic floor, wall and roof structures of varying materials, which are produced in a factory environment and assembled at the final workforce to produce a three-dimensional structure

Category 3 – Pre-Manufacturing – Non-systemised structural components: Use of pre-manufactured structural members made of framed or mass engineered timber, cold or hot rolled steel or pre-cast concrete.

Category 5 – Pre-Manufacturing – Non-structural assemblies and sub-assemblies: A series of different pre-manufacturing approaches that includes unitised non-structural walling systems, roofing finish cassettes or assemblies, etc.

Category 6 – Traditional building product led site labour reduction/productivity improvements: Includes traditional single building products manufactured in large format, pre-cut configurations or with easy jointing features to reduce extent of site labour required to install.

Category 7 – Site process-led labour reduction/productivity improvements: This category is intended to encompass approaches utilising innovative site-based construction techniques that harness site process improvements falling outside the other categories

Pre-manufactured value (PMV) is a measure of the proportion of a project made up of on-site labour, supervision, plant and temporary works and is associated with increased productivity. Increasing manufacturing and/or reducing site labour can both be applied to improve PMV.

Question 23: Should the Bonus include a premium for new homes built using MMC? Please explain why or why not.

Question 24: If you are a local authority, would such a premium make a material impact on your behaviour? Would it, for example, encourage you to look for opportunities to bring through developments that are amenable to the use of MMC?

Question 25: How onerous a data burden would this option impose on local authorities? Do you agree with the proposal to collect the MMC data at the point at which a local authority signs off a building as habitable?

Option F: MMC as a condition on receipt of funding

An alternative approach to using the Bonus to encourage take up of MMC would be to make receiving Bonus funding conditional upon an authority's achieving an MMC-related target. This target could relate to the proportion of new housing additions which used MMC. For instance, the condition might require that $w\%$ of net additional homes used MMC in order for the Bonus to be paid.

Question 26: Should the government make it a condition of receiving the Bonus that $w\%$ of net additional homes used MMC in order for the Bonus to be paid? If so what should the value of w be?

Question 27: Why should or shouldn't such a condition be introduced?

4.5. Local plans

Government policy is that all local authorities should maintain up-to-date local plans as the fundamental building block of a plan based system. The government is also considering ways in which, as a subsidiary objective, the Bonus might incentivise the development and maintenance of up-to-date local plans.

Option G: Requiring an up-to-date local plan

One possible approach would be to make it a condition of funding that a local authority has an up-to-date local plan. An alternative would be that the local authority must be able to credibly demonstrate satisfactory progress towards developing one but such an approach would need to be sufficiently robust to prevent abuse. The government could consider payment of the bonus at a reduced rate until such time as an up-to-date local plan is in place. This could be a reduction of 25%, 50% or 75%.

Question 28: Do you think that local authorities should be required to have a local plan, or demonstrate satisfactory progress towards one, in order to receive funding?

Question 29: Do you think the bonus should be paid at a reduced rate until such time as a local authority has an up-to-date local plan in place, and should it be 25%, 50% or 75%?

Question 30: If you are a local authority, would this encourage you to develop or maintain an up-to-date local plan?

5. Summary of questions

Question 1:

Do you believe that an incentive like the Bonus has a material and positive effect on behaviour?

Question 2:

If you are a local authority, has the Bonus made a material impact on your own behaviour?

Question 3:

Are there changes to the Bonus that would make it have a material and positive effect on behaviour?

Question 4:

Should the government retain the current 80/20 split in any reformed Bonus, or should it be more highly weighted towards the District Councils or County Councils?

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Should the affordable housing premium be retained in a reformed Bonus?

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Is £350 per additional affordable home the right level of premium, or should this level be increased or decreased?

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Should a reformed Bonus continue to reward local authorities for long-term empty homes brought back in to use?

Question 8:

Should the Bonus be awarded on the basis of the most recent year of housing delivery or the most recent three years?

Question 9:

Do you agree that the baseline should be raised?

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If the baseline is to be raised, should it be raised to 0.6%, 0.8% or 1% of housing growth since the preceding year?

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Why should the government opt for the baseline you have recommended in answer to the previous question?

Question 12:

If the baseline is to be raised, should this change be combined with higher payment rate?

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If the government is to adopt such a payment formula, above what percentage (x%) of average past net housing additions should the Bonus begin to be paid? In other words, what should the value of x be?

Question 15:

If the government is to adopt such a payment formula, over what period should the annual average of past net additions be calculated? Should it be a period of 5 years or 10 years?

Question 16:

Should the government adopt a new payment formula for the Bonus which rewards either improved performance or high housing growth? Please explain why or why not.

Question 17:

Above what percentage (x%) of average past net housing additions should the Bonus begin to be paid? In other words, what should the value of x be in this proposed hybrid payment formula?

Question 18:

Above what percentage (y%) increase in the authority's housing stock should the Bonus be paid? In other words, what should the value of y be in this proposed hybrid payment formula?

Question 19:

Do you agree with the proposal to repurpose the Bonus to balance the effects of the Infrastructure Levy by providing an incentive to authorities to bring forward development in lower value areas?

Question 20:

What, in your view, would be the advantages and disadvantages of repurposing the Bonus in this way?

Question 21:

If the option is to be pursued, should this reform to the Bonus be postponed until the new planning system is enacted?

Question 22:

In your view, what levers do local authorities have at their disposal to encourage uptake of MMC, and how impactful is such encouragement likely to be?

Question 23:

Should the Bonus include a premium for new homes built using MMC? Please explain why or why not.

Question 24:

If you are a local authority, would such a premium make a material impact on your behaviour? Would it, for example, encourage you to look for opportunities to bring through developments that are amenable to the use of MMC?

Question 25:

How onerous a data burden would this option impose on local authorities? Do you agree with the proposal to collect the MMC data at the point at which a local authority signs off a building as habitable?

Question 26:

Should the government make it a condition of receiving the Bonus that w% of net additional homes used MMC in order for the Bonus to be paid? If so what should the value of w be?

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Why should or shouldn't such a condition be introduced?

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Do you think that local authorities should be required to have a local plan, or demonstrate satisfactory progress towards one, in order to receive funding?

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If you are a local authority, would this encourage you to develop or maintain an up-to-date local plan?

About this consultation

This consultation document and consultation process have been planned to adhere to the consultation principles issued by the Cabinet Office.

Representative groups are asked to give a summary of the people and organisations they represent, and where relevant who else they have consulted in reaching their conclusions when they respond.

Information provided in response to this consultation, including personal data, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 2018 (DPA), the UK General Data Protection Regulation, and the Environmental Information Regulations 2004).

If you want the information that you provide to be treated as confidential, please be aware that, as a public authority, the Department is bound by the Freedom of Information Act and may therefore be obliged to disclose all or some of the information you provide. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the department.

The Ministry of Housing, Communities and Local Government will process your personal data in accordance with the law and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties. A full privacy notice is included at Annex A.

Individual responses will not be acknowledged unless specifically requested.

Your opinions are valuable to us. Thank you for taking the time to read this document and respond.

Are you satisfied that this consultation has followed the consultation principles? If not or you have any other observations about how we can improve the process please contact us via the complaints procedure.

Annex A: Personal data

The following is to explain your rights and give you the information you are be entitled to under the Data Protection Act 2018.

Note that this section only refers to your personal data (your name address and anything that could be used to identify you personally) not the content of your response to the consultation.

1. The identity of the data controller and contact details of our Data Protection Officer

The Ministry of Housing, Communities and Local Government (MHCLG) is the data controller. The Data Protection Officer can be contacted at dataprotection@communities.gov.uk

2. Why we are collecting your personal data

Your personal data is being collected as an essential part of the consultation process, so that we can contact you regarding your response and for statistical purposes. We may also use it to contact you about related matters.

3. Our legal basis for processing your personal data

The Data Protection Act 2018 states that, as a government department, MHCLG may process personal data as necessary for the effective performance of a task carried out in the public interest. i.e. a consultation.

4. For how long we will keep your personal data, or criteria used to determine the retention period.

Your personal data will be held for two years from the closure of the consultation (you must make sure that any personal data is deleted after this time)

5. Your rights, e.g. access, rectification, erasure

The data we are collecting is your personal data, and you have considerable say over what happens to it. You have the right: a. to see what data we have about you b. to ask us to stop using your data, but keep it on record c. to ask to have all or some of your data deleted or corrected d. to lodge a complaint with the independent Information Commissioner (ICO) if you think we are not handling your data fairly or in accordance with the law. You can contact the ICO at <https://ico.org.uk/>, or telephone 0303 123 1113.

6. Your personal data will not be sent overseas
7. Your personal data will not be used for any automated decision making.
8. Your personal data will be removed from SmartSurvey within 6 months of the consultation closing.

New Home Bonus Consultation

Summary of questions

Page	Q:	Draft response for discussion
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Applications to fell trees from 2016
Protected trees (ATP)

Year	Appl. No.	Address	Trees affected	Reason	Decision
2016	01890	27 Nelson Street	Scots Pine	Lower stem damage incl. decay; N/E 15% lean, possible root plate movement; Crown decline	Approved
2017	00003	Maids Moreton Avenue	Lime Horse Chestnut Poplar	Significant decay and leaning over access Dead Dead	Approved
	00238	Land off Embleton Way	Ash	Significant decay in stem	Approved
	02010	Waglands Garden	2 x Sycamore	Self-set, growing in cypress hedge	Approved
	02681	Land at Chandos Road		To prepare the land for development	Approved
	03281	Maids Moreton Avenue	Plum	Dead	Approved
	03432	Land at Chandos Road	T3 Yew T18 Yew T25 Yew T26 Portuguese Laurel T48 Yew	Very spindly tree that has almost no amenity value at all Wide spreading tree with a rather one-sided form that will occupy a large portion of the back lawn of the house. Gingko biloba suggested as replacement Small tree of little worth Large shrub of little amenity value Leaning over and may be at risk of collapse	Refused
	04295	Maids Moreton Avenue adj 4 Manor Gardens	Sycamores	Self set sycamores in group	Approved
2018	00370	The Old Surgery, West Street	Common Beech	Tree has become too large for its situation and is of low amenity value	Approved
	01835	Land adj. 3 Orchard Dene	Birch	Advanced state of decline. Replacement to be discussed with residents	Approved
	01836	Land at Fishers Field	Willows 2 x Sycamores	Leaning excessively over river, fell to prevent future blockages With Kretzschmaria duesta present on butts and by road	Approved
	02459	Land at Chandos Road	Yew (previously shown as Portuguese Laurel)	The tree is largely dead and unsightly. Replace with 1 standard sized ash leaved maple (Acer)	Split decision
	03197	Land adj Tingewick Road	Sycamore	Significant basal cavity with Kretzschmaria duesta present	Approved
2019	03832	Maids Moreton Avenue	Hawthorn	None specified; part of a general maintenance work sheet	Approved
	04203	6 Carisbrooke Court	2 x Norway Maple	Trees in Foscott Way verge. Implication in subsidence issue	Approved

2020	00834	2 Bostock Court	Weeping Willow	Dead (DD five day notice)	Approved
	01942	Land adj. 11 Cromwell Court	3 x Norway Maple	Trees in Foscott Way verge. Implication in subsidence issue	Approved
	02356	Maids Moreton Avenue, rear of 3 Carisbrooke Court	Chestnut	Reported as reason for subsidence	Approved
	03021	1 Bostock Court	4 x Lawson Cypress	Causing excessive shading and have low amenity value	Approved
	03373	Open space, Watchcroft Drive	Sycamore	Dying and diseased, large limbs already dead, possible suffering from Sooty Bark disease. Bordering School so high risk.	Approved
	03375	Maids Moreton Avenue, rear of Stratford Lodge	Not specified	Remove dead trees and regrowth from previous felling.	Approved

Conservation Area trees (ATC)

Year	Appl. No.	Address	Trees affected	Reason	Decision
2016	00011	4 Victoria Row	Italian alder	Tree has over-extended form and leans over River	Approved
	01156	10 Chandos Road	Blue Conifer Western Red Cedar Norway Spruce	Shading garden None specified None specified	Approved
	03823	1 Manders Gardens	3 Leylandii Sycamore	None specified None specified	Approved
2017	02681	58 Nelson Street	Leylandii Cherry	None specified None specified	Approved
	03471	Paynes Court	2 x Alder	Roots lifting block paving causing health risk to residents	Approved
	03794	15 Chandos Road	Skyrocket conifer	None specified	Approved
	04160	Cornwalls Centre	False Acacia	The false acacia in the pedestrian thoroughfare is in a dangerous state. Fungal fruiting body of a parasitic fungi is evident around the base of the tree which puts the tree at risk of total failure	Approved
2018	01298	Well House, 35 High St.	Tulip tree Holly	Unhealthy specimen Unhealthy specimen	No decision – timed out
	02414	15 Moreton Road	Conifer	The roots are pushing the retaining wall over and the tree is leaning towards the Moreton Road and the Bungalow opposite.	Approved
	02524	Old Latin House	Leyland Cypress	The tree has structural imperfections and is now exposed to wind	Approved

				loads it was previously not accustomed to. This greatly increases the likelihood of premature failure putting at risk the existing building, a listed wall, the Nightingale Rise access road, parked cars, garden and persons nearby	
2019	01330	Fleece Yard	Sycamore	Growing in wall and will eventually cause wall to fail	Approved
	01467	54 Well Street	Silver Birch Bay	None given Permission not required	Approved
2020	03689	Hunter St car park	2 x Willow	Suffering from fungus and decay	Approved
	03994	Land adj Tingewick Rd, behind 22 Nelson St.	1 x Scots pine Pt conifer hedgerow	To allow formation of new access per approved application 19/00391/APP	Pending consideration
2021	00477	Sandon House, Moreton Road	Plum, Laburnum and Cherry	Plum – stem decay; Laburnum & Cherry dying. No replanting planned at present	Pending consideration
	00492	1 Bone Hill	Elder	The tree works are proposed to stop the influence of the tree(s) on the soil below building foundation level and provide long term stability.	Pending consideration

Development	Planning application	AVDC/BCC	Sum agreed	Amount spent	Amount committed	Amount remaining	Date payment due	Use by /lose by date	classification	For	Comments to March 2021
CHANDOS ROAD	09/01205	AVDC	£29,975	28,219	1,756	£0		31/01/2024	SPORTS AND LEISURE	£1750 committed to fit out new Scout HQ/Community Centre at Embleton Way	Retained until the Scout HQ/Community Centre 'commitment' actually comes forward – there is still money to be spent
LACE HILL	09/01035	AVDC	£197,162	3,122	£194,040	£0		01/10/2022	FLOOD ALLEVIATION	flood mitigation for properties at 'medium' risk of flooding	Committed funds to upstream Natural Flood Management measure designed to protect Buckingham
		AVDC	£118,795	100,841	0	£17,954		06/02/2023	EXTRA CAR PARKING	additional parking facilities at Buckingham Athletic FC	
		AVDC	£6,338	3,535	0	£2,803		n/a	CONSULTANCY FEES	to engage consultants for delivery/approval of sports pitches & community hall	
		AVDC	£210,997	150,000	0	£0		26/04/2021	POLICING CONTRIBUTION	to be spent by TVP, projects to be advised	TVP advised expenditure on fitting out the Base at Swan Industrial Park, ANPR cameras around Buckingham and engagement between PCSOs and Local Community Groups. Remainder (£61K) spent on two new vehicles for Neighbourhood Teams
		AVDC	£100,315	0	0	£100,315		26/04/2026	SPORTS AND LEISURE	not yet known	
		BCC	£50,000			£250,000				Footway/Cycleway contribution	Lace Hill (cycleway) – The scheme is proposed to be delivered in two phases. For the latest, please visit: https://www.buckscc.gov.uk/services/transport-and-roads/road-projects-and-improvement-schemes/a413-sustainable-travel-scheme/
		BCC	£95,000			£380,000				Bus/Public Transport subsidy	Funding to be drawn down by BCC Passenger Transport team depending on service requirement
STATION ROAD/STATION TERRACE	14/02685	AVDC	£29,547	11701	0	£17,846		12/06/2025	SPORTS AND LEISURE	balance not yet committed	
MARKET HILL	12/02104	AVDC	£138,863	0	0	£138,863		03/11/2025	SPORTS AND LEISURE	not yet known	
		AVDC	£77,358	0	0	£77,358		03/11/2025	AFFORDABLE HOUSING	Provision of Affordable Housing within Aylesbury Vale	
TINGEWICK ROAD	11/02116	AVDC	£345,344	0	0	£345,344		09/12/2026	SPORTS AND LEISURE	not yet known	
POLICE STATION, MORETON RD	14/03316 &	AVDC	£29,975	0	0	£29,975		12/05/2027	SPORTS AND LEISURE	Stratford Fields Play Area improvements	
MORETON ROAD (PHASE II)	13/01325	AVDC	£367,056	0	0	£367,056		n/a	SPORTS AND LEISURE	not yet known	
		BCC	£166,207		£166,207					transport contribution	TfB are progressing a scheme comprising of footway improvements along Moreton Road, RTP1 bus shelter opposite Balwen and at Market Hill and cycle parking facilities in town centre. Local BCC councillors consulted as part of scheme development.
LENBOROUGH ROAD	16/00145	AVDC	£4,812	0		£4,812		28/09/2027	SPORTS AND LEISURE	equipped play facilities at Embleton Way Open Space	
HAMILTON PRECISION, TINGEWICK	16/02641	AVDC	£135,590					31/01/2029	SPORTS AND LEISURE	Skate Park	
LAND REAR GRAND JUNCTION PH	16/03302	AVDC	£34,650					04/01/1931	SPORTS AND LEISURE	Stratford Fields Play Area	Contributions received 4 January 2021 (to be used within ten years). Note; the footpath/cycleway works were undertaken and funded in Oct 2017 so this Contribution will be used to offset those works in full.
		AVDC	£13,000						FOOTPATH CONTRIBUTION	footpath/cycleway extending access to Riverside Walk along Great Ouse	
MONIES TO BE PAID LATER IN DEVELOPMENT											
NORTH OF A421 TINGEWICK RD	15/01218	AVDC	£1,086,725			£601,665			SPORTS AND LEISURE	Verney Road Synthetic Pitch, Buckingham Tennis Club, University Playing Fields Pavilion and/or St Rumbolds Well	First 50% instalment paid
MONIES DUE IF/WHEN DEVELOPMENT COMES FORWARD											
(SUMS SUBJECT TO INDEXATION)											
ODDFELLOWS HALL, WELL STREET	19/03398		£12,375						SPORTS AND LEISURE	Chandos Park improvements	
LAND ADJ 73 MORETON ROAD	15/04106	AVDC	tbc						SPORTS AND LEISURE	Overn Avenue Play Area	
WEST END FARM, BRACKLEY ROAD	16/00847	AVDC	£160,600						SPORTS AND LEISURE	mitigating impact of development	Appeal indicates monies to be used for improving access or street furniture, provision of pedestrian/cycling bridge and linking hard surfaced paths at Heartlands/Bourton Park and/or Landscape Masterplan for Castle House POS and car park
WALNUT DRIVE, MAIDS MORETON	16/00151		TBC								
New information highlighted											

Buckingham Planning Application statistics 2020

Figures correct to 14/3/21; 2019 figures in { }

Note

1. That the 2020 total is skewed by double applications
These were
 - a) Modified application following refusal or withdrawal
APP/APP 4 {4} ACL/APP 3 {2}
 - b) Parallel applications
ALB/APP 2 {4} ALB/AAD 1 {0} APP/ALB/AAD 1 {0}
2. There were no out-of-parish applications in 2020

Figures below are based on the total number of 2020 Buckingham applications whether or not duplicated or approved. Northern Area's total for the year (including late validations) was 4443, so Buckingham applications form 3.0% (2018 - 3.0%, 2017 – 3.5%).

There were 135 {137} 2020 applications received as follows:

AAD (signage)	7	{ 8}
ACD (demolition)	0 ¹	{ 0}
ACL (Certificate of Lawfulness)	8	{ 7}
ADP (Approval/details foll. Outline Permission)	2	{ 3}
ALB (listed buildings)	7	{15}
AOP (Outline Permission)	2	{ 2}
APP (general)	77	{81}
ATC (works to trees in Conservation Area)	9	{ 6}
ATP (works to TPO trees)	19	{ 7}
COUC (change of use shop → cafe)	1	{ 0}
HPDE (Householder Permitted Development–Extension)	1	{ 2}
INTN (telecomms, equipment cabinets, phone box etc)	2	{ 1}
PIP (Permission in Principle)	0	{ 1}

Applications by type:

Alterations/renovations/repairs	6	{14}
Amendment to existing permission	2	{ 1}
Car Parking <i>domestic</i>	2	{ 2}
Change of use	11	{12}
<i>A1 retail → A3 café 3²; B1 workshop→B1 +D1 clinic 2; B1 → B1 + B8 + A1 workshop/store/retail 1; Dentist → HMO 2 (same premises); house → student flats 1; retail/office → residential 1; public open space → residential 1</i>		
Conservatory	2	{ 1}
Conversions (garage to residential use)	3 ³	{ 2}
(loft conversion)	4	{ 9}
Fence/Wall/Gate	6 ⁴	{ 2}
Garden Building/works	3	{ 1}
House extension	44	{39}

¹ Two applications involved demolition – Verney Close surgery and North End surgery but both were incorporated in the relevant AOP

² Two applications were for same premises

³ Plus another 4 which were principally extensions and so counted in that category

⁴ Two applications (same premises) included a garden shed with the fence; two (a gate) were for the same house

Housing (new) 7 {10}

*None of these have yet been approved;
 8 houses at North End Surgery;
 6 flats at Verney Close Surgery
 7 flats behind 2 Market Hill (Verney Close)
 1 house at Bradwell Avenue
 130 houses at Moreton Road Phase III
 8 townhouses at Pightle Crescent
 9 houses on land adjacent to 38 Moreton Road*

no decision on older applications yet: 1 house, Gawcott Hill Farm; replace bungalow with house, 63 Moreton Road; 13 houses adj. 73 Moreton Rd (ADP); 420 dwellings, Osier Way

Porch/ Canopy 1 { 2}
 Signage 7 {11}
 Telecomms 2 { 1}
 Variation of condition 7 { 6}
 Works to trees 28 {13}

Members/officers have attended **DMC/SDMC** meetings at Aylesbury on 2 out of 2 possible occasions. These were for

Meeting date		application	site	Officer recomm.	BTC response	decision	attendee
9/1/20	DMC	18/02959/APP	McDonalds	approve	oppose & attend	approve	KM
9/1/20	DMC	19/03907/APP	1 Wittmills Oak	approve	oppose & attend	approve	KM
20/2/20	DMC	19/03398/APP	Oddfellows Hall	approve	Oppose & attend	Site Visit	MC
And by Zoom							
19/11/20	Strategic Sites	16/00151/AOP	Walnut Drive	Defer & delegate	Oppose & attend	Defer & delegate subj. s106	MC

No Buckingham applications have come to Committee since February 2020.

Per Min. 1036/09 the **planning consultations** during 2020 were:

June 2020	BC	Parish & Town Council's Involvement in Planning	Response sent
August	MK	Draft Planning Obligations SPD	Noted
Sept./October	MCHLG	White Paper	Response sent
	MCHLG	Changes to the Planning System	Response sent
	MCHLG	Transparency and Competition	No response sent

Appeals were lodged/decided as follows during 2020:

application	site	against	decision	date
19/01476/APP	Station House	refusal	dismissed	4/2/21
19/02785/ACL	2 Constance Street	refusal	allowed	1/4/20
19/04481/PIP	Land S of Tesco	refusal	dismissed	24/2/21
20/00046/APP	4 Foscott Way	refusal	dismissed	6/8/20
20/00377/APP	33 Bourton Road	refusal	allowed	28/9/20

Applications as yet undecided (as at 13/3/21)**The first three are not in the parish, but BTC have responded to the consultation**

Reference ↕	Address ↕
15/00314/AOP	Land South Of The A421 West Of Far Bletchley North Of The East West Rail Link And East Of Whaddon Road Newton Longville
16/00151/AOP	Land Off Walnut Drive And Foscoate Road Maids Moreton Buckinghamshire MK18 1QQ
16/02252/APP	Oakhaven Park Radclive Road Gawcott Buckinghamshire
17/04671/ALB	19 Castle Street Buckingham Buckinghamshire MK18 1BP
18/00932/APP	19 Castle Street Buckingham Buckinghamshire MK18 1BP
18/04566/APP	Former Buckingham Town FC Ford Meadow Ford Street Buckingham Buckinghamshire MK18 1AG
18/04626/APP	Garage Site 456999g Overn Crescent Buckingham Buckinghamshire
19/00148/AOP	Land Off Osier Way South Of A421 And East Of Gawcott Road Buckingham
19/00513/AOP	Gawcott Hill Farm Gawcott Road Buckingham Buckinghamshire MK18 1TL
19/00823/APP	63 Moreton Road Buckingham Buckinghamshire MK18 1JZ
19/00902/ADP	Land Adj 73 Moreton Road Buckingham Buckinghamshire
19/03849/APP	Esso Petrol Filling Station Buckingham Ring Road Buckingham Buckinghamshire

20/00483/APP	Land To The Rear Of 2 Market Hill Buckingham Buckinghamshire MK18 1JS
20/00510/APP	Land West Of Moreton Road And Castlemilk Buckingham Buckinghamshire
20/01000/APP	Land At Moreton Road Buckingham Buckinghamshire MK18 1JZ
20/01332/AOP	Buckingham Primary Care Centre Buckingham Community Hospital High Street Buckingham Buckinghamshire MK18 1NU
20/01333/AOP	Verney Close Family Practice Verney Close Buckingham Buckinghamshire MK18 1JP
20/01830/APP	50 - 51 Nelson Street Buckingham Buckinghamshire MK18 1BT
20/02506/ALB	50 - 51 Nelson Street Buckingham Buckinghamshire MK18 1BT
20/02511/APP	Garage Site 457999g Pightle Crescent Buckingham Buckinghamshire
20/02537/APP	44 Nelson Street Buckingham Buckinghamshire MK18 1DA

20/02752/APP	12 - 13 Market Hill Buckingham Buckinghamshire MK18 1JX
20/02991/APP	Moriah Cottage 14 Moreton Road Buckingham Buckinghamshire MK18 1LA
20/02992/ALB	Moriah Cottage 14 Moreton Road Buckingham Buckinghamshire MK18 1LA
20/03092/APP	TJ's 4 Market Square Buckingham Buckinghamshire MK18 1NJ
20/03281/ALB	TJ's 4 Market Square Buckingham Buckinghamshire MK18 1NJ
20/03439/AAD	TJ's 4 Market Square Buckingham Buckinghamshire MK18 1NJ
20/03602/APP	The Royal Latin School Chandos Road Buckingham Buckinghamshire MK18 1AX
20/03677/APP	32 Bradfield Avenue Buckingham Buckinghamshire MK18 1PR
20/03840/APP	5 The Villas Stratford Road Buckingham Buckinghamshire MK18 1NY
20/03950/APP	Land Between 38 Moreton Road And The Old Police Station 50 Moreton Road Buckingham Buckinghamshire MK18 1LA
20/03994/ATC	Land To Rear Of 22 Nelson Street Buckingham Buckinghamshire
20/04026/APP	Land Adjacent To Tesco Stores Ltd London Road Buckingham Buckinghamshire MK18 1AB
20/04031/AAD	Land Adjacent To Tesco Stores Ltd London Road Buckingham Buckinghamshire MK18 1AB
20/04032/AAD	Land Adjacent To Tesco Stores Ltd London Road Buckingham Buckinghamshire MK18 1AB
20/04044/APP	Site Of The Former 61 Moreton Road Buckingham Buckinghamshire
20/04127/APP	10 Hilltop Avenue Buckingham Buckinghamshire MK18 1TZ
20/04195/ALB	32 Nelson Street Buckingham Buckinghamshire MK18 1DA
20/04249/APP	2 Chandos Close Buckingham Buckinghamshire MK18 1AW
21/00130/APP	Land At Manor Farm East Of Buckingham Buckinghamshire MK18 7JH
21/00155/ACL	15 Market Square Buckingham Buckinghamshire MK18 1NW
21/00270/APP	73 Moreton Road Buckingham Buckinghamshire MK18 1JZ
21/00294/APP	7 Bartlett Place Buckingham Buckinghamshire MK18 1XB

These applications are current (February and March agendas) and included for completeness

21/00449/APP	25 Willow Drive Buckingham Buckinghamshire MK18 7JH
21/00471/APP	15 Market Square Buckingham Buckinghamshire MK18 1NW
21/00472/ALB	15 Market Square Buckingham Buckinghamshire MK18 1NW
21/00479/APP	Thinkbda Ltd Oddfellows Hall Well Street Buckingham Buckinghamshire MK18 1EP
21/00583/APP	19 Bridge Street Buckingham Buckinghamshire MK18 1AF
21/00630/APP	59 Burleigh Piece Buckingham Buckinghamshire MK18 7BA
21/00637/APP	Pringle House Brackley Road Buckingham Buckinghamshire MK18 1JD
21/00693/APP	8 Sandhurst Drive Buckingham Buckinghamshire MK18 1DT
21/00704/APP	Pightle Cottage Western Avenue Buckingham MK18 1HP MK18 Buckinghamshire MK18 1HP
21/00784/APP	45 Overn Avenue Buckingham Buckinghamshire MK18 1LU
21/00824/APP	11 Boswell Court Buckingham Buckinghamshire MK18 1UU
21/00827/APP	31 Bourtonville Buckingham Buckinghamshire MK18 1AY

Total - 55

Responses/decisions:

BTC response 2020		AVDC/ Buckinghamshire decision					
	Total 135	approved	refused	Split	With- drawn	Permission not required	No decision yet
No objections	71	50	2		4	1	14
(of which subj HBO)	3						3
(of which subj RoW)	1	1					
Oppose	26	5	2		2		17
(including Oppose & Attend/callin)	14	2	2		2		8
Deferred for further information	3		1*				2
No comment / Noted mainly 'not for consultation'	7 (all ACL)	4	2		1		
Tree works (ATP) **	19	19					
Tree works (ATC) **	9	9					

* Allowed on appeal

**All 2020 Tree works applications were approved whether BTC objected or not

BTC response 2019		AVDC decision					
	Total 137	approved	refused	Split	With- drawn	Permission not required	No decision yet
Support	1						1
No objections	83	67	3		2	1	10
(of which subj HBO/CAO)	6	6					
Oppose	36	13	5	1	3		14
(including partial oppose)	2	1		1			
(including Oppose & Attend)	23	7	3		2		11
(including subj HBO)	1		1				
(including 'pending information')	2	1					1
Deferred for further information	2						2
No comment / Noted mainly 'not for consultation'	15	5	4		2	1 invalid 1 notification	2
Tree works (ATP)	7	5		1			1
Tree works (ATC)	6	6					

Last 10 years comparison (discrepant totals are due to noted/withdrawn/not consulted on/no decision yet etc)

Year	Total responses	% AVDC total	Decision	% approved	% refused
2011	137	4.8%	Support 93	93%	1%
			Oppose 32	78%	6%
2012	133	4.6%	Support 81	87%	1%
			Oppose 37	60%	11%
2013	158	4.4%	Support 27	81%	4%
			No Objections 78	96%	1%
			Oppose 42	60%	12%
2014	147	3.9%	Support 8	75%	25%
			No Objections 83	94%	2%
			Oppose 33	42%	6%
2015	110 of 147	3.3%	Support 4	75%	0%
			No Objections 71	89%	7%
			Oppose 34	62%	6%
2016	138 of 156	3.4%	Support 3	67%	0%
			No Objections 79	90%	1%
			Oppose 34	44%	12%
2017	134	2.8%	Support 12	75%	0%
			No Objections 75	81%	9%
			Oppose /Oppose & attend 2	50%	35%
2018	164	3.5%	Support 1	no.decision yet	
			No Objections 97	73%	7%
			Oppose/Oppose & attend 41	29%	15%
2019	137	3.0%	Support 1	No decision yet	
			No Objections 83	81%	4%
			Oppose/Oppose & attend 36	36%	14%
2020	135	3.0%			

		No Objections 71	74%	3%
		Oppose/Oppose & attend 26	19%	8%