



BUCKINGHAM TOWN COUNCIL

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Town Clerk: Mr C. P. Wayman

Tuesday, 09 August 2016

Councillors,

You are summoned to a meeting of the Full Council of Buckingham Town Council to be held on **Monday 15th August 2016** at 7pm in the Council Chamber, Cornwalls Meadow, Buckingham.

Mr C. P. Wayman
Town Clerk

Please note that the Full Council will be preceded by a Public Session in accordance with Standing Order 1.3, which will last for a maximum of 15 minutes.

AGENDA

1. Apologies for Absence

Members are asked to receive apologies from members.

2. Declarations of Interest

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

3. ASM Minutes

To receive the minutes of the Annual Statutory Meeting held on Monday 9th May 2016.

Circulated separately BTC/01/16

4. Special Meeting Minutes

To receive the minutes of the Special Meeting held on Monday 9th May 2016.

Circulated separately BTC/02/16

5. Full Council Minutes

To receive the minutes and confirm the recommendations therein of the Full Council Meeting held on Monday 27th June 2016.

Circulated separately BTC/04/16

6. Interim Minutes

To receive the minutes and confirm the recommendations therein of the Interim Council meeting held on Monday 25th July 2016.

Copy circulated with this agenda IM/02/16

7. Planning Committee

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

- Monday 4th July 2016
- Monday 25th July 2016

Copy previously circulated PL/03/16

Copy previously circulated PL/04/16

8. Town Centre and Events Committee

To receive the minutes and confirm the recommendations therein of the Town Centre and Events Committee meetings held on Monday 11th July 2016.

Buckingham



LOCAL COUNCIL
AWARD SCHEME
QUALITY GOLD



Twinned with Mouvaux, France

9. Environment Committee

To receive the minutes and confirm the recommendations therein of the Environment Committee meeting held on Monday 18th July 2016. **Copy previously circulated E/02/16**

10. Resources Committee

To receive the minutes and confirm the recommendations therein of the Resources Committee meeting held on Monday 1st August 2016. **Copy previously circulated R/02/16**

11. To receive reports from District and County Councillors

12. Action List

Appendix A

13. Presentation – Hamilton Precision site, Tingewick Road

To receive a presentation on the new plans for the factory site from Mr. David Seth (Taylor French Developments) and Mr. Peter Corkell (CMI Architecture).

14. Major Planning Application

16/02641/APP Hamilton Precision Ltd, 10 Tingewick Road, MK18 1EE
Demolition of existing Class B2 warehouse and construction of 51 residential units with access and parking
Taylor French Developments and Hightown Housing Association
The Planning Clerk's report is attached. **BTC/24/16**

15. Request to present

To receive a request from BCC as per the attached, agree and suggest suitable dates. **Appendix B**

16. Shared Cyclepath

To discuss a project brief from BCC and agree a preferred option **BTC/25/16**

17. Moreton Road toilets

To agree a response to the District Council's enquiry. **BTC/26/16**

18. Great British High Street

To discuss and agree whether to apply for this scheme **Appendix C**

19. Consultation – Proposed Changes to Parking Restrictions

To discuss and agree a response to this consultation. The maps have been circulated separately by email and paper copies are available in the Library and the office. The schedule of changes is attached. **Appendix D**

20. Correspondence

(710/15; Rural Broadband) To receive responses from Mr. John Bercow MP and the Rt.Hon. Matthew Hancock MP (Minister of State for Digital and Culture) **Appendices E & F**

21. Clarence Park riverside

To receive and discuss the AVDC Ecologist's 28/7/16 report and its 4/8/16 amendment, and agree any action. **Appendix G**

22. Reports from Representatives on Outside Bodies

Members are asked to note the reports listed below:
Access for All Minutes 13th June 2016 and 11th July 2016 **Appendices H & I**

23. Mayoral Engagements

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

Functions the Mayor has attended:

01/07/16 - High Sheriff of Buckinghamshire Summer reception.
03/07/16 - Mayor of Bicester civic service and parade
06/07/16 - Sports Presentation at Buckingham School
09/07/16 - Relay for Life event at Bourton Park
13/07/16 - Bourton Meadow Academy Gradation
17/07/16 - Dog Show
06/08/16 - Buckingham in Bloom prize giving at the Old Gaol

Functions the Deputy Mayor has attended:

None

24. News Releases

25. Chair's Announcements

26. Date of the next meeting: Extra-ordinary Full Council – Tuesday 30th August 2016
Interim Council – Monday 12th September 2016
Full Council – Monday 3rd October 2016

ACTION LIST

FULL COUNCIL, INTERIM COUNCIL & EXTRAORDINARY MEETINGS

Subject	Meeting date/ Minute	Form	Response received
Toilets	220/14	DTC & TC to arrange for the construction	NHB has been confirmed, project plan being put together
Community Centre Lease	393/14 716/15	Draw up funding Plan for Community Centre	Approach Aylesbury Vale Estates to negotiate – awaiting response Follow up Sent 05/08/16
Cycling Signage	643/14	Work with BCC and other parishes – discuss with Canal Society and BCC cycling route	On Agenda
Buckingham Partnership	191/15 710/15	To call a meeting	
AVDC Devolved	310/15	To write to AVDC to take on services	Follow up sent 05/08/16
CCTV	432/15 710/15	Purchase new CCTV system	Talking with company over a compatible system to existing
MKCCG Consultation	541/15	Contact MKCCG, Health Watch, Ayle Vale CCG	Cllr. G. Collins to confirm dates of consultation
Broadband – lace hill	553/15 710/15	Write to J Bercow ref issues at new development	
Community Land Trust	712/15	Procced with membership and advertising for local interest	
Moreton Rd toilets	837/15	Prepare report for costs of keeping facility open	On agenda
Chamber	840/15	Propose solutions for better use of chamber, re-jig space/office	
Mayor Admin support	841/15	Report to Resources	
Moretonville	161/16	Letter of support	Sent

BUCKINGHAM TOWN COUNCIL

FULL COUNCIL

MONDAY 15th AUGUST 2016

Agenda Item no. 14

Contact Officer: Mrs. K. McElligott

16/02641/APP – Hamilton Precision Ltd. site, Tingewick Road

Demolition of existing Class B2 warehouse and construction of 51 dwellings with access and associated parking.

Taylor French Developments & Hightown Housing Association

Overview:

The number of dwellings has been reduced from 59 (14/03450/APP; refused and appeal dismissed 30/11/15) to 54 (15/02953/APP; withdrawn) to 51; the Appeal Inspector didn't like the closeness of Blocks A & B of flats to the main road, amongst other things. The flats appear to be as close, though as the top habitable storey is now within the roof, they are less bulky.

Some of the documents have not been revised from the previous applications as the 'existing' conditions have not changed, even where there are obvious errors such as (this authority is still not Lincoln City Council). These are Habitat Report (2014), Refuse Statement (undated but unchanged), Tree Report (2014), Utilities Report (undated but unchanged) and the drawings Drainage Layout Principles (amended 2015), Existing Site Plan (2014), Existing Block Plan (2014), Existing Tree Survey (with its unnerving mis-scaling showing the trees inside the Fishers Field houses and on the far side of the river) (2014), Topographical Survey (2004 and carried out for McCarthy & Stone).

Access is still via the town-side opening of the existing semi-circle.

The layout is still a single road the length of the site, with 3 blocks of flats with adjacent parking at the Tingewick Road end. One of the parking areas could easily be linked through into Clarence Park if that was considered an advantage – reducing the number of junctions in a short length of road - and the other could provide a pedestrian link.

The Planning Statement (4.26 - 4.34) deals with Neighbourhood Plan policies HP4 (x – no 1-bed or 5-bed dwellings); HP5 (✓); DHE8 (✓); CLH8 (✓); I3 (only if conditioned); I4 (x – because they don't think the site floods); DHE1 (✓, all existing trees will be retained and there will be new screening planting). However this is not an allocated site in the Plan.

The applicants still maintain that the EA flood maps are wrong, and their drawing 327-1000-P03 shows the extent of coverage for various water depths (no unit in the table). "Band 6" – 0.50–1.00 to "Band 10" - 10.00 upwards covers the area at the rear of the end 9 houses (and presumably, therefore, into Clarence Park) and that part of Tingewick Road from the bridge most of the way across the access, and the remaining Bands 1-5 (0-0.50) all the roadway between the kerbs (60cu.m. flood storage) including a short part of the flats access and further up Tingewick Road. A convoluted "foot-dry" escape path is marked emerging on to Tingewick Road west of the substation. This is quite a lot longer than it need be, and involves 16 corners for residents of the northernmost 4 houses.

Housing

The relevant BNP policies are

HP4 – Provide a diverse housing mix

The sustainable development of a wide range of housing types, sizes and tenures; including the provision of housing that meets local needs, will be supported. On developments of more than 50 dwellings in size there should be a wide mixture of types of housing from 1 to 5+ bedrooms

HP5 – Provide affordable housing

All proposals for new housing on sites 1hectare or over (or 25 dwellings or more) should provide affordable housing at a minimum rate of 35%, (subject to viability); Planning applications for residential development of 25 or more dwellings and sites of 1 hectare or more must be accompanied by an Affordable Housing Plan. The Affordable Housing Plan will set out the mix and location of affordable housing and how it will be phased.

The development has been reduced from 54 dwellings to 51, split as follows:

- 3 blocks of 11 2-bed apartments – 3 storey, stair access only to upper floors
- 8 3-bed houses (2 terraces of 3 + pair semi-detached) – 2 storey
- 10 4-bed town houses (all semi-detached) – 3 storey

The previous blocks of flats all had identical footprints and four flats on each floor, and unrelieved roofs; the new design has 2 L-shaped blocks and one curved V-shape placed roughly where the previous blocks were, with the curved corner facing into the angle of Clarence Park's access off the Tingewick Road. There are 4 flats on the ground and first floors and three in the roof with dormer and skylight windows (staircase access only). Each block has 11 parking spaces and there are a further 8 visitor spaces and 4 motorcycle bays in the parking court. The shape of the parking court has been reduced from a large yard to (effectively) 3 closes. (Total car parking 41; SPG Guideline 33 + 16.5 (1 between two, for visitors) = 50 as half a parking bay is little use). Each block has a bin store that will accommodate 4 skip bins; the V-shaped block has a covered cycle store for 6 cycles, the other two each have blocks

of 6 racks, possibly open-air (*they do not appear on the plans and elevations, only on the flood zone plan, which also shows a room with parking for 24 cycles in Block A – shown as a living room on the detailed floor plans*).

The 10 houses at the rear of the site (with the orange-red roofs on the attached plan) are all 3-storey with 2 parking spaces; two plots also have a garage.

The remaining houses are 2-storey and have two parking spaces each.

There are 8 visitor parking spaces along the road opposite the houses.

SPG Parking Guidelines say 2 spaces per 3-bed house and 3 spaces per 4-bed house ie $16 + 30 = 46$; there are $16 + 20 + 2$ garages + 8 visitor spaces = 46.

Cycle parking for the houses is to be within the rear gardens, ie residents will have to provide a shed or other security.

Affordable housing: 18 dwellings are proposed – 14 flats and 4 houses (35% of 51 is 17.3 dwellings.)

The private outdoor space amounts to

- flats – none; parking is in a large central court. Two open-air cycle parks, each accommodating 6 cycles, are provided for Blocks A & C, one covered for 6 cycles as part of Block B's bin store. *The Transport Statement (7.1) and Travel Plan (4.9) both say that 33 secure covered cycle spaces are provided, but I was unable to confirm this, as the Block A & C parks only feature on the flood zone drawing, not on the plans/elevations or street scenes. The Block B park is on the ground floor plan.*
- the majority of houses have a rear garden approximately the same size as the house footprint; some are rather larger due to the angled rear fence which follows the western site boundary; 6 of the houses at the river end of the site have part of their gardens within Flood Zone 3, and the 7th very close to it. None have front gardens, two houses have a garage, the rest have parking bays at right angles to the road. There seems to be paved rear access to most of the houses, but that for the centre house of the terrace of three is very long (it runs along the Clarence Park boundary to the end house and then to the frontage).

The access to the pair of garages separating plots 46 & 47 provides a turning space big enough for the bin lorry.

There are in total 87 parking spaces (including the two garages and the 16 visitor spaces) plus 4 motorcycle spaces and parking for 18 cycles (for the flats) which the applicants consider adequate due to the short distance to the town centre. There should be (a maximum of) 96. *Even if residents walk or cycle to work, they may keep also have a car. See also the note about cycle parking above.*

The "street scenes" drawing still shows a double decker bus on Tingewick Road, a frightening prospect given it will have to either go up Castle Street (or School Lane and West Street, even worse) to get to the bus stand. See the Transport Statement below. The Planning Statement (4.39) states that "Tingewick Road is a bus route....so the development is likely to be of particularly attractive to non-car owners." and s106 funding is suggested to upgrade the bus stops with RTI panels. Of the route map and bus timetables supplied to illustrate the Transport Statement there is no mention of Tingewick Road as a route, let alone with bus stops.

Public open space is not much more than roadside verges and visitor parking, plus some riverbank. Provision of the riverside path linking Fishers Field with Clarence Park is mentioned. Play space – none, the neighbouring estate's play area is referenced.

The roadway across the front of the four houses backing on to the river is described as a Private Driveway, and the gardens of most of the houses to the south go right back to the site boundary with Clarence Park. Access to the Riverside Walk is via a pathway to the west of the 4 end houses, and cutting the corner would be "trespassing" on the private driveway.

'Open vistas' rather depend on the neighbouring estate to the west – down its main street and over its riverside open space.

The relevant BNP policies are

DHE6 – Provision of good quality private outdoor space
New developments will provide good quality private outdoor space, which will provide an area where people can spend quality time and enjoy their surroundings. In order to achieve a good living standard for future users of proposed development and its neighbours, it should be demonstrated that amenity has been considered and appropriate solutions have been incorporated into schemes.

CLH3 – Continuation and expansion of the Riverside Walk
Development schemes adjacent to the river must provide for a public pedestrian/cycle route and amenity spaces, which must include seating and space for other activities such as picnicking, alongside the river Great Ouse.
Any buildings which bound the Riverside walk must be designed to overlook the area, to provide an additional security feature.

I3 – Rainwater collection
All new buildings must have a scheme to collect rainwater for use. To aid in helping reduce the carbon footprint of buildings, reduce surface water flooding and to help in times of drought, a water use scheme should be incorporated into the design of new buildings. Rainwater collection is in addition to and cannot be counted within attenuation of the development drainage proposals.

Design and Access Statement

The document supplied parallels the previous in some respects but has been rewritten. It now starts with the old Section 3 (Statement relating to the loss of an employment site) unless I have not been sent a complete document, and has corrected the bit that said that the Hartridge's building opposite is flats, and that the existing building is a warehouse (although this is not consistently so over the whole set of documents). The remainder of this section is unexceptionable except for 4.7 "The development will comprise some 80.4% affordable housing, a total of 33 flats and 8 houses" which is far from the 18 in the Planning Statement (4.2)

This is followed by the AVDC Case officer reports for 06/03332/AOP (what is now Clarence Park) and 13/03392/APP (University-Hartridges site) and the BNDP cover page and map plus the pages with paragraphs 9.3-9.4 & 12.19-12.23 on.

Flood Risk Assessment

Updated to include revised scheme.

3.3.2 The large earth mound is mentioned as 'believed to have been created in the 1960's and its origin and makeup are unknown'. *Given the passage of time since the first application, one might have expected some testing to have been done. Elsewhere it is stated that this is possibly a result of developing Fishers Field, which certainly wasn't the 1960s.*

The applicants still dispute EA flood extents, and that (para 3.5.1) the statement the river flows from east to west past the site has not been corrected. 'The section of the river adjoining the site is ... thought to be under the responsibility of the Environment Agency and Local Authorities only'. *I would have thought a professional FRA consultant would have been more certain. Similarly with (3.5.2) 'Figure 2 provides river level dataat a specific monitoring station which is believed to be upstream of the site'. Later in the same document is a very detailed EA map of all the 13 Modelled Node points from Glynswood Road to Fishers Field. If this level of detail is available from the EA, why not the precise location of this monitoring station?*

3.7.1 Number of dwellings still stated as 54.

4.1.5 The EA recorded the 2007 flood at 81.99mAOD, 0.66m above the 1/1000 year event. The consultants do not find this believable, so ascribe the anomaly to either a burst riverbank or mismanagement of river control systems and/or river maintenance leading to revised flood level predictions.

Nowhere is it noted that weirs in the river – particularly the Flish - maintain river heights.

Finished Floor levels will be at 82.38m AOD (ie 0.34m above the previous application's FFL and 300mm above 1/100 year + 20% climate change flood level) and the 'foot-dry' escape route no lower than 82.08m to avoid the floodable access road junction with Tingewick Road.

There are no mitigation measures proposed to deal with tidal, groundwater, canal or reservoir flooding.

The storm water network is to discharge into the river via gravity and a controlled discharge point underneath the private drive leading to a filtration trench. It is sized to cope with a 1/100 year storm event + 30% for climate change.

Foul water network – only part is to be offered for adoption. A pump will be necessary for the northern part of the site to get the sewage up to the level of the public sewer in Tingewick Road, and its whereabouts are not marked on the plan. It is noted that currently both foul and storm water is disposed of via the foul sewer and states that as the storm water is to be separated off to flow directly into the river there will be sufficient capacity in the system to cope with the additional foul water. The southern part of the site which will drain by gravity into the sewer will be offered for adoption. The rest will not, so the residents at the river end may be faced with maintenance costs.

Nowhere in the complicated drawing of the proposed flood zones is there correlation with the EA Flood Zone boundaries. The relevant BNP Policy is

14 – Development upon the flood plain

Development will not be permitted on Flood Zone 2 or 3, unless the conditions set out within the National Planning Policy Framework (NPPF) and the NPPF Planning Practice Guidance are met

Transport Statement

A survey of Tingewick Road traffic was conducted on Tuesday 6th October 2015, and a study of vehicles in and out of Fishers Field has been used to predict traffic flows in and out of this estate. Approximately twice as many turned east (ie into town) as west (towards the bypass) and none went down Bath Lane, in peak hours, so they have assumed none of the new residents will either. The tables are as in the previous version, with a slight adjustment to the prediction to allow for 3 fewer dwellings.

The predicted trip generation gives 17 extra movements (in + out) in the morning peak and 22 in the evening peak; based on Fishers Field, this means 11 vehicles leaving to go into town, and 2 towards the bypass in the morning peak, very similar to the traffic movements associated with the existing use of the site. The existence of allocated sites further along Tingewick Road is acknowledged and calculated to add 99 morning peak hour and 132 evening peak hour traffic movements.

BCC's response to the previous application stated that no assessment had been made of the increased traffic using Bath Lane, Gawcott Road, and the Castle Street/West Street junction. In answer the applicants claim only one vehicle from Fishers Field went down Bath Lane in 6 hours, so there will be no impact on Bath Lane or Gawcott Road, and the Castle Street junction is 800m-900m distant and the estimated 8 or so vehicles would have little or no effect. BCC also had concerns about the junction with Tingewick Road itself. The applicants consider that they have adequately addressed these points and conclude there will be a negligible impact on surrounding roads.

The isochrones (5mins walk and 10mins walk) are simple circles centred on the site and take no note that all access is via Tingewick Road as there is no other way of crossing the river. The nearest bus stops are given as on London Road (Sainsbury's) which are not easy of access from the site, with 6 services – of which the 88 (now 91) is the clubbers' night service, the 133 runs once a week from and to Water Stratford, and the 151 does one return trip per weekday Akeley-Thornborough and back. More bus services including the X5 are available from the town centre which is approximately the same walking distance. The remainder of the document reproduces bus timetables, and provides the TRICS diagrams and data.

There is also a Travel Plan, with the usual pious hopes about 'mode shift' and annual studies. There is to be a TP Co-ordinator, and the usual packs handed out to residents, base surveys and annual follow-ups. It does not appear to be any more use than these documents generally are. *Members are reminded that we have yet to see any results of the implementation of any Travel Plan, whether on paper or in reductions of traffic volume.*

Utilities statement (no change from previous application)

Gas, Water, Electricity – to tap into existing mains. No letters of support from utility companies to confirm adequacy of supply; no mention of the adjacent development. Clarence Park is shown as Industrial Estate, even though drawings are dated November 2014.

Refuse disposal

There is space for the lorry to turn round, so it will neither have to reverse in or out.

The flats will have 4 x 1100l skip bins - 2 for waste and 2 for recycling per block - These are housed in large rooms with double doors within each L-shaped block and in the rear of the single-storey annex on the eastern end of the V-block (the front part is the cycle store). The flats will have individual little food waste bins. The houses will each have the usual green-lid, blue-lid and food bins, and bin collection points outside each house are marked. Though there is mention of providing bin stores at the front of the houses, none are on the plans (but from their appearance the plans

supplied are the 2014 originals). Not all of the houses have a convenient path to their garden area, so storing bins out the back may not be popular.

Existing Tree Report (unchanged from last application)

It is stated that no existing tree will be felled. Possibly the ones marked for felling in the previous version have already been dealt with.

DHE1 – Protect existing trees and provision of trees in developments

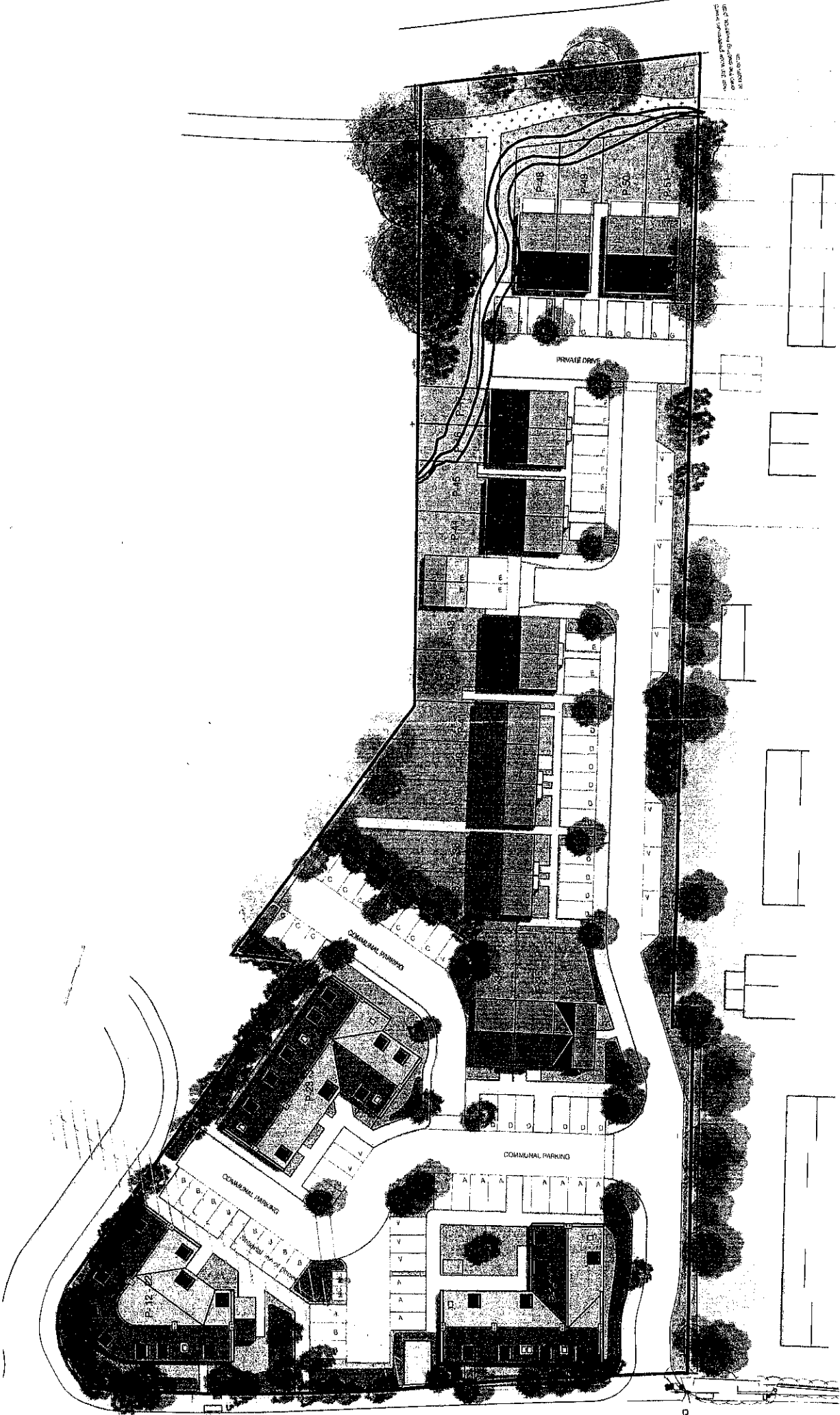
Wherever possible existing trees will be maintained in accordance with British Standard BS5837 or as superseded, in development proposals for all new buildings, in addition new developments need to make provision for trees on site. Provision of new trees should include species and types of tree to ensure that the landscape retains its current character. New planting on new developments should enhance existing retained planting. The new planting will offer a mixture of species including existing site specific and local native tree species.

New developments of 10 or more dwellings or new employment scheme on sites C and/or E shall submit a planting scheme as part of the planning application which will:

- Highlight which trees will be preserved
- State which trees need to be felled – with appropriate reasoning and a clear plan as to how requirements of the policy will be met.
- Provide a design for a hierarchy of different types of planting including avenue planting, trees in gardens, boundary planting and open space planting.
- State what measures will be taken to preserve the trees during construction phase i.e. fencing off of areas and ensuring crown spread areas are not affected by construction traffic or spoil.
- Include a plan showing estimated canopy and root growth upon maturity, ensuring that buildings, roads, parking areas, footpaths and cycleways are not affected by root spread.

There is a separate Habitat and Protected Species Report, also unchanged from the previous application. The survey was carried out between September and March, which makes sense for trees, but not for birds, bats and hibernating species. *Given the clearance of the Clarence Park riverbank, it might be that some species have migrated into this site, so a more recent, summer-time, survey might be in order.*

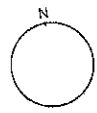
KM 5/8/16



Scale 1:500
 1/2" = 1'-0"

CMI
 CMI ARCHITECTURE LTD
 11 WINDYBUSH ROAD, WINDYBUSH, DURBAN 4013
 TEL: 031 201 1111 FAX: 031 201 1112
 WWW.CMIARCHITECTURE.CO.ZA

Client: Tropical Beachfront Developments
 Project: Windybush and Sea, Tropical Beachfront
 Title: Proposed Site Plan
 Date: 01/11/2011
 Drawn By: A.P.
 Checked By: F.S.M.
 Scale: 1:500
 Ref: A14-001-SP500



Proposed Site Plan
 500

DATE: 01/11/2011

STATUS: PLANNING

Town Clerk

From: Dias, Marco [mdias@buckscc.gov.uk]
Sent: 28 July 2016 15:31
To: townclerk@buckingham-tc.gov.uk
Subject: Meeting invitation sent on behalf of Neil Gibson Interim Chief Executive of Buckinghamshire County Council

Dear Christopher Wayman,

I am writing to you as Clerk of Buckingham Town Council to ask to arrange for an opportunity for representatives of Buckinghamshire County Council to attend a meeting of your council, or to meet with representatives of your council on another occasion, to discuss proposals for streamlining local government in Buckinghamshire. You will be aware that MKBALC have hosted a set of workshops and circulated a survey we are conducting, to help ensure that the scope of the business case we are developing responds to the concerns and issues facing town and parish councils and parish meetings in the county.

Once the draft business case is developed, we would welcome the opportunity to meet with your council directly to discuss the proposals, to hear your views and to consider particularly implications for your council and local area.

We are contacting all councils with the same request, so I would be grateful if you could reply to confirm whether your council is able to make time for this, and if so, to suggest some possible dates during September, October, November and December of this year. It will take us a little while to get round 168 meetings, so I would be grateful if you could suggest several dates!

In the meantime, do let me know if you have any initial comments or queries,

Yours sincerely,

Neil Gibson

Interim Chief Executive

Buckinghamshire County Council

Tel: 01296 383106

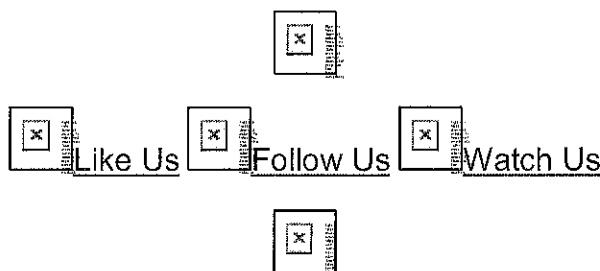
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Visit our Website: www.buckscc.gov.uk

Together ... Keeping Children Safe



Buckinghamshire County Council

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Project Brief: Shared Cyclepath, Buckingham

Growth and Development Strategy- Spring 2016

Improvements to the footpaths and cycle paths to connect Lace Hill and the Buckingham-Winslow Cycleway to Buckingham town centre facilities.

S106 Budget:

- £359,433.96 all-inclusive of all fees and construction costs (liable for repayment if not committed or expended by the tenth anniversary of the date of Occupation of the 350th Residential Unit)

S106 Agreement:

- Hallam Land, London Road (Hallam Land, 28 Oct 09)

Objectives / Outcomes:

- Encourage modal shift by connecting to Buckingham town centre to the potential East-West rail station at Winslow, maximising the benefits of the LSTF Buckingham-Winslow cycle route.
- Promote sustainable travel and the health benefits this can bring
- Reduce congestion and carbon emissions by encouraging increased use of sustainable modes of transport.
- Provide a sustainable travel connection from Lace Hill to Buckingham Town Centre

Scope:

- Three routes are proposed and ranked, weighing desirability against deliverability. See Appendix 1 for details. The route should be broadly consistent with the specification for the Buckingham-Winslow cycleway scheme. A width of 2-3m should be achieved wherever possible along the route.
- This project should connect Buckingham town centre and the start of the proposed Buckingham-Winslow cycleway at the A421/London Road Roundabout. It should be suitable and attractive to both cyclists and pedestrians.
- Signage should be consistent with existing provision within Buckingham. See Appendix 2 for details.

S106 Agreement Text:

- "The Owner shall pay to the Council the Footway/Cycleway Contribution towards the cost of improving the footpaths and cycle paths on that part of London Road which lies to the north of the A421 and the footpath and cycle path network in Buckingham"

Key Notes:

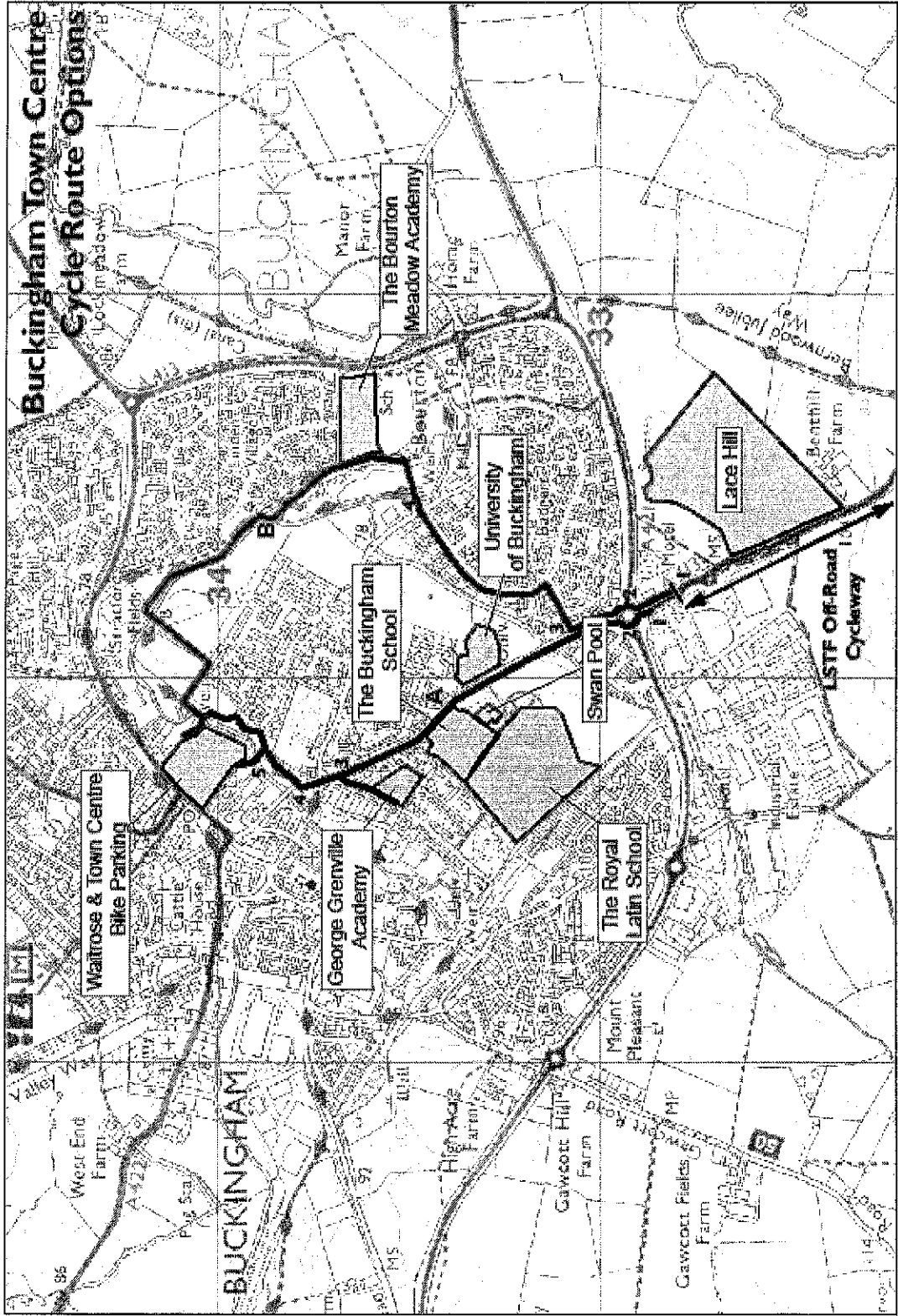
- This is scheme forms phase 2 of the Buckingham-Winslow Cycleway.
- This scheme fits with ongoing cycle strategy work in Buckingham being prepared by BCC and BTC, which aims to create a cycle network within Buckingham.

- Bourton Meadow School and Royal Latin School both have adopted School Travel Plans which emphasise the importance of cycling and walking provision for both students and teachers. The cycle route links into this and schools should be engaged to ensure local engagement with this project.
- Outline approval from Cabinet Member for Transportation (5th January 2016). Funds released by Asset Strategy Board (25th January 2016).

Key Stakeholders:

- Cabinet Member for Transportation (Mark Shaw)
- Local Members
 - BCC- Buckingham West (Robin Stuchbury)
 - BCC- Buckingham East (Warren Whyte)
 - AVDC- Buckingham North (Simon Cole, Timothy Mills)
 - AVDC- Buckingham South (Howard Mordue, Robin Stuchbury)
- Buckingham Town Council
- Local Residents & Businesses
- The Buckingham Society
- Buckingham Local Area Forum
- Transport Strategy Lead Officer (BCC)- Rebecca Dengler

Appendix 1- Route Options (see notes below)



Route 1 (A- Red): London Road, plus Chandos Road branch

This preferred route would use a signalised crossing to be provided by the developers of Lace Hill to cross the A413 (1) at a point near to the end of the Winslow-Buckingham cycle path (1). From here, it would use a second existing toucan crossing to cross the A421 (2) and then proceed up the western side of London Road, towards the town centre. Connections would be provided to the Swan Pool, The Buckingham School and The Royal Latin School.

The route would continue up to the junction with Chandos Lane (3), where minor junction enhancements would be needed and appropriate crossing provision designed. An optional extension of the route down Chandos Lane should be provided to connect to the schools on this lane, subject to funding availability. The barriers on this junction should be moved/removed. The route should then continue on the left hand side of the road moving north, cross at the puffin crossing (4) (which will need to be upgraded to a toucan) and into Bourton Park.

In Bourton Park, the route should pass the skate park and then split into two routes (5). The first would be recommended for pedestrians and pass over the bridge next to the skate park. The route would then pass along the edge of the river and into the Waitrose car park, where cycle parking is available. Minor path upgrades would be required. The second branch (for cyclists) would pass through the park and over the second bridge into the carpark. This path will need to be widened but red/black split surface will not necessarily require resurfacing. Appropriate safety bollards/fencing will need to be provided at the entry to the Waitrose car park and at the connection with London Road.

Route 2: Chandos Road and Badgers estate

This route would have two branches from the very start. The first would follow Route 1 but end at Chandos Road, with a connection to the schools on this lane as well as other facilities on the route (3). The second branch should remain on the right hand side of the A413, continuing from the end of the Buckingham-Winslow cycle route. It should then cross the A413 at the toucan crossing on the eastern branch of the roundabout (2) and continue north up London Road. After approx. 200m, the route uses the small path to connect to Hare Close, in the Badgers estate (3). A 'cyclists dismount' sign and appropriate safety bollards should be provided. The route should then progress on-road along Hare Close towards Badgers Way, take a left hand turn and follow Badgers Way to the junction with Bourton Road (4).

At this point, a solution for crossing Bourton Road should be provided, along with appropriate safety bollards. The path will then continue into Bourton Park and take the wider of the two paths, along the far side of the river, connecting with the Bourton Meadow Academy before proceeding north, crossing the river twice and finishing in the Waitrose carpark, where cycle parking is available, with appropriate safety bollards installed after the bridge.

Route 3 (B- Green): Badgers estate only

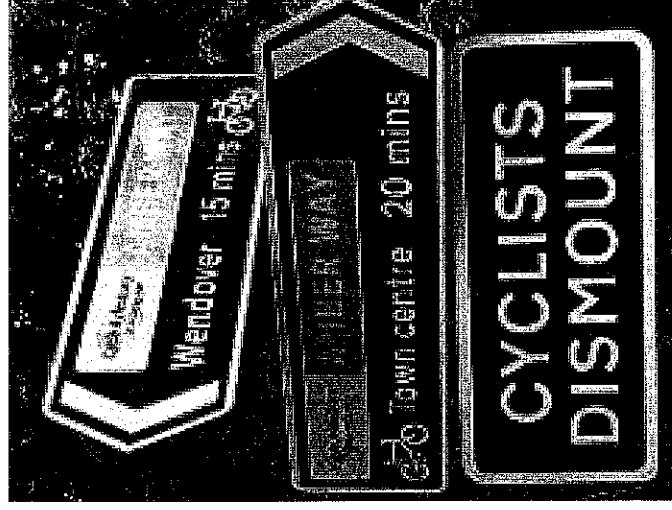
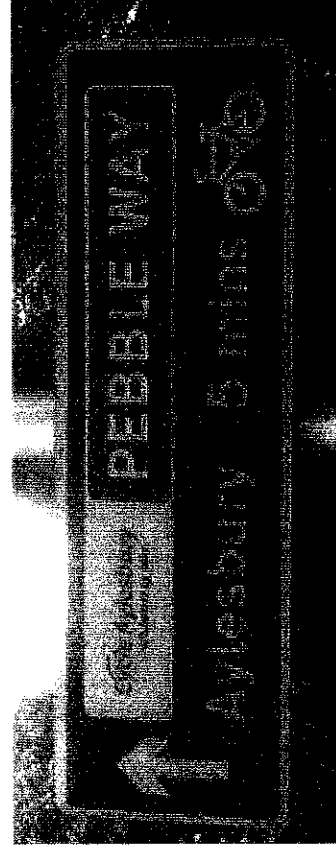
This route would follow the second branch of Route 2, via Badgers, excluding the London Road branch. Whilst this would perhaps be the least expensive route to deliver, it also connects to fewer community facilities and is less attractive than Routes 1 or 2.

Appendix 2-Signage

Where possible, signage along the route should be in keeping with other signage around Buckingham, particularly signage within Bourton Park. Road signage should be in the blue and white style used for Cycle Aylesbury and should feature both approximate walking and cycling times to key destinations (particularly the Town Centre).

Signage within Bourton Park is chipped into wood and these must be replaced if required in order to ensure walking and cycling times are consistent along the route.

Sample:



BUCKINGHAM TOWN COUNCIL

FULL COUNCIL

MONDAY 15th AUGUST 2016

Agenda Item no. 17.

Contact Officer: Mr Christopher Wayman
01280 816426

Moreton Road Toilets

Background

With the new toilets being built by the Town Council in Cornwall's Meadow Car Park AVDC are now looking into the future of the toilets on Moreton Road. As a result they have said "I would like to establish how the Town Council views the future of the Moreton Road Toilets. My understanding is that AVDC will be looking to close this facility down once the new one is up and running"

Information

The following figures are from AVDC:

Total cost for financial year 01.04.15 – 31.03.16 = £10,919

This figure comprises of: Water
Electricity
Repairs & Maintenance
Rates and Asset Rental Charge

In addition to the toilets there is a storage area which the Town Council utilises for the storage of the water bowser (for town centre plants) and storage of equipment for the "friends of" groups. While this would be handy going forward alternative space is available at the Town Council Chamber if needed in the town centre or at the Town Council depot.

In addition there have been long running problems relating to the smell and the cleanliness of the toilet facilities at this venue.

It appears that District would be willing to transfer the asset to the Town Council. However, at this stage it is unclear what caveats may be placed on the toilets.

Recommendation

That Members formulate a view as to the future of Moreton Road Toilets to be fed back to AVDC.



Support your high street through
thegreatbritishhighstreet.co.uk



Competition Guidance, Terms and Conditions



Eligibility to apply

1. Applications are open for places and people in England, Wales and Scotland.
2. Applications will only be accepted if submitted on the correct form, through the Online Application process at <http://thegreatbritishhighstreet.co.uk/>.
3. The closing date for applications for the 2016 Awards is midnight on Friday, 9th September 2016.
4. Only one nomination per award category from each applicant is permitted and should be made via the official online form.
 - a. **For the "Places" categories:** Only one nomination per award category for each place from each applicant is permitted. That means that an individual cannot submit more than one application for the same place in the same category.
 - b. **For the "Individuals" categories:** A person can submit only one application for each "individual" in the "People categories". However a person is not limited to only one application if they are going to different nominees. That means that a person can submit different applications for different individuals e.g. a number of store manager of different national retailers, or both a trader and the market manager in a market in the Retail markets category, if they are nominating different people.
5. An applicant can submit a maximum of one application for each of the High Street Heroes categories
6. DCLG staff will shortlist a maximum of 3 finalists for each award category to be presented to the judging panel. The shortlisting criteria will include:
 - **Innovation**
How is your approach innovative? What aspects of your approach could be applied to other places?
Examples may include leading an innovative scheme to attract investment and new uses on the high street, i.e. residential, developing surprising design solutions to transform a local marketplace; addressing a lack of public space, a creative use of digital technology or social media to draw in more people and promote what is wonderful about the high street, or prototyping new funding models, policies or construction methods that have a big impact.



- **Collaboration**

How have you collaborated with local people? How have you collaborated with other organisations, businesses or local authorities?

Examples may include developing a mentorship programme connecting young entrepreneurs with successful business people; offering a diverse, vibrant cultural and leisure offer, including meeting the needs of the community in the evening and night time economies; and positive action on issues such as parking, accessibility and appearance of the town centre. How does your work fit in with other organisations that are operating in the town centre, such as Chambers of Commerce, town teams.

- **Transition and Outcomes**

How has your high street benefited from your work? How are you achieving your objectives? How have you measured these changes? What do people say about what you have done?

Judging

1. A Judging panel will select the award winners from the shortlist based on the aforementioned criteria. It is intended that the panel will consist of sponsors of the Awards; Future High Street Forum members and DCLG officials with the exception of the categories for Individuals which will solely be judged by DCLG officials to avoid any possible bias.
2. The Minister for High streets, town centres and markets (England) will not take part in the assessment and judging process.



What next?

Once you have entered the Competition we are keen to see you promote your entry. So tweet using the hashtag #GBHighSt, let your local newspaper or radio station know and build some energy around your campaign.

Once the closing date for applications has been reached, applications from each of the categories will be narrowed down to 3 finalists in each category.

When the finalists are announced, the public voting element of the Awards process will commence. Members of the public will be able to vote up to ONCE A DAY for one finalist in each category. This is to ensure that high streets and towns of different sizes have the chance to build local campaigns and compete fairly against each other. The voting will be open for one month, during which we will release league tables to show how each town is doing.

During this period, towns will also be visited by an expert Judge from one of our sponsors. Towns will receive written notice of this visit at least one week before the visit. The Judge will score you on the same criteria as in the initial assessment phase as set out above section. The Judge's mark will make up 50% of the final result, with the other 50% made up from the outcome of the public vote.

The ultimate 'Winner of winners' and ultimate Great British High Street of the Year 2016 will be decided by the Judges, from one of the individual category winners.

The finalists from all the categories will be invited to an Awards ceremony, at which the category winners, and winner of winners, will be announced.

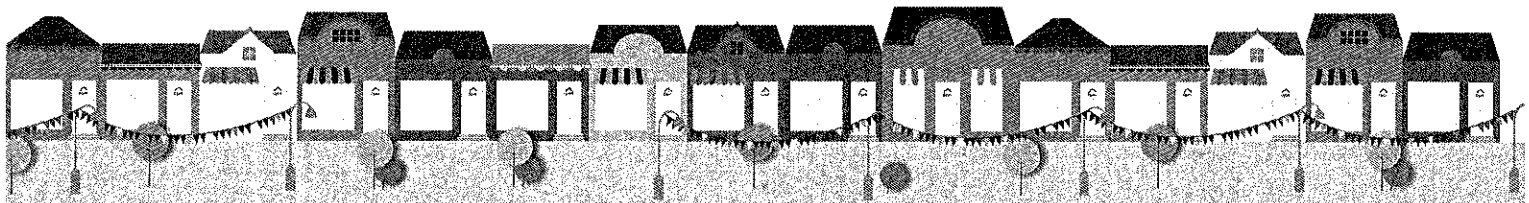


Social Media

We would like to see your local communities supporting you through social media channels, for instance, Facebook or Twitter. You should encourage your community to use the hashtag #GBHighSt

We are keen to encourage this because more and more towns are using social media to engage with their communities and people online are talking about our towns and high streets. Therefore we want you to be involved in that conversation by promoting your entry on social media channels, using the hashtag.

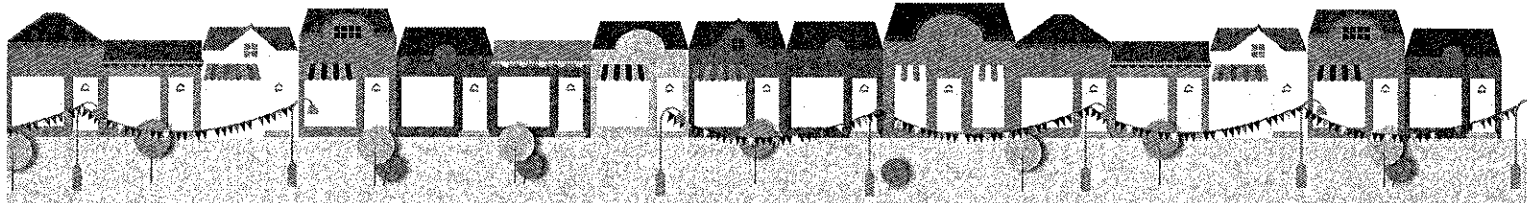
Don't worry if you don't have a Facebook or Twitter account. Your local communities can still support you using #GBHighSt on their social media channels. We recognise that people are at different stages of the journey in their use of new technologies so are just as keen to see people taking their first steps towards using social media. When you have entered, we will offer you tips and support on how to promote social media in your area, and posters and signs to share with your local communities to show them how to support you.



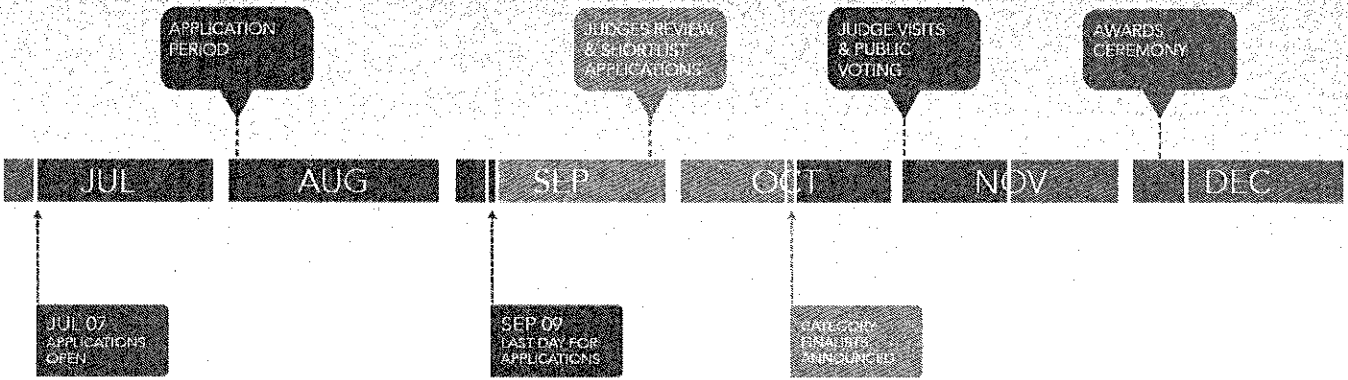
Terms & Conditions

1. The Judges' decision as to the winners are final. No correspondence relating to the awards will be entered into.
2. Winners must agree to take part in any post-award publicity if required.
3. The DCLG reserves the right to:
 - i) vary the opening and closing times for making nominations and to vary the date of the announcement of the awards
 - ii) disqualify any nominee who breaches the rules or has acted fraudulently in any way
 - iii) cancel or vary the awards or any of the selection processes or criteria, at any stage, if in its opinion it is deemed necessary or if circumstances arise outside its control.
4. The DCLG will not provide the personal details of anyone entering the awards to external organisations without their express permission
5. Nominators and nominees will be deemed to have accepted these rules and bound by them.

If you have any problems entering the competition, please contact us on: hello@thegreatbritishhighstreet.co.uk



Awards Timeline



Transport for Buckinghamshire

Buckinghamshire County Council
Transport Economy Environment

Contract Director
Simon Dando

Aylesbury Vale Area Office
Corrib Industrial Park, Griffin Lane, Aylesbury
Buckinghamshire HP19 8BP

Telephone 0845 2302882

Email tfb@buckscc.gov.uk

Fax 0845 2938044

www.buckscc.gov.uk

To Householder/Proprietor,

Date: 29 July 2016

Ref Buckingham Town/TRO/Formal/July16

Dear Sir / Madam

Formal Statutory Consultation: Proposed Changes to Parking Restrictions in Buckingham Town Centre, Buckinghamshire - Friday 26th August 2016 deadline for responses

Following an award of Buckingham Local Area Forum funding, Transport for Buckinghamshire (TfB) and specialist consultants Project Centre Ltd have been working closely with your County Councillors, Buckingham Town Council and Aylesbury Vale District Council, to review the existing parking arrangements within Buckingham.

As a result of the review, preliminary proposals were developed in an attempt to address ongoing safety concerns and, wherever feasible, make parking easier and create greater turnover of parking in and around the town centre. These proposed parking restrictions were consulted upon during January and have now been amended to reflect comments received during the consultation process.

We are now undertaking a formal statutory consultation to gather your views on these revised proposals which will enable the Cabinet Member for Transportation to make an informed decision on what restrictions should be subsequently introduced.

The table below lists the roads and the extent to which they are affected by the proposed parking restriction changes. Copies of the Plans – referred to in the last column of the Table - showing the detail of these changes and how to provide feedback are accessible online at: www.buckscc.gov.uk/have-your-say . Alternatively, paper copies can be viewed at:

- **Buckingham Library, Verney Close Buckingham MK18 1JP.**
(Tuesday – 10am-7pm; Wednesday, Thursday, Friday – 10am-5pm; Saturday – 10am-2pm. Monday & Sunday – closed).
- **Buckingham Town Council, The Buckingham Centre, Verney Close, Buckingham MK18 1JP**
(Monday – appointments only; Tuesday to Thursday – 10am-5pm; Friday – 10am-3pm)



- Buckinghamshire County Council, County Hall, Walton Street, Aylesbury HP20 1UA.
(Monday to Friday – 8.30am-5.30pm)

Table outlining the roads (in alphabetical order) affected by the proposals; the extent that those roads are affected and details of the plan to be consulted for further information

Road Name	Description of Proposals	Plan
Castle Street	Reduce the hours of the existing limited waiting bays from "8am – 6pm" to "9am – 5pm". Introduce double yellow lines between existing limited waiting bays.	3
Cornwalls Meadow	Reduce the hours and maximum stay of the existing limited waiting bay from "8am – 6pm" to "9am – 5pm" and from "1 hour, no return in 1 hour" to "30 mins, no return in 1 hour".	6
Fishers Field	Provide double yellow lines at the junction with Tingewick Road.	1
High Street	Provide a new "Disabled bay" near Masonic House Surgery. Extend double yellow lines at the junction with Moreton Road.	5
High Street	Replace existing "8am-6pm" restriction with "No waiting at any time".	6
Market Hill	Replace existing loading bay with limited waiting bay "Mon, Wed, Thurs & Fri 9am - 5pm 30 mins no return within 1 hr & No waiting Tues and Sat 1am- 6pm". Reduce the hours and maximum stay of existing limited waiting bays "Mon, Wed, Thurs & Fri 8am - 6pm, 1 hr no return within 1 hr & No waiting Tues and Sat 1am-6pm " to "Mon, Wed, Thurs & Fri 9am - 5pm, 30 mins no return within 1 hr & No waiting Tues and Sat 1am-6pm"	4
Market Square	Replace existing "8am-9pm" restriction with double yellow lines. Remove "No waiting Mon-Sat 8pm-8am except taxi" restriction and reduce hours / increase max stay of limited waiting bay "Mon - Sat 8am-8pm, 20 mins no return within 1 hour" to "Mon - Sat 9am -5pm, 30 mins no return within 1 hour". Reduce the hours and maximum stay of the existing limited waiting bay from "8am – 6pm" to "9am – 5pm" and from "1 hour, no return in 1 hour" to "30 mins, no return in 1 hour". Introduce double yellow lines between existing limited waiting bays.	4
Mary McManus Drive	Extend double yellow lines at the junction of Stratford Road.	7

Moreton Road	Reduce the existing limited waiting bay by 2 metres to allow the introduction of a 'Bus Stop'. Reduce the hours and maximum stay of the existing limited waiting bay from "8am – 6pm" to "9am – 5pm" and from "1 hour, no return in 1 hour" to "30 mins, no return in 1 hour".	5
Nelson Street	Extend existing double yellow lines to the existing loading bay. Reduce the hours of the existing limited waiting bay from "8am – 6pm" to "9am – 5pm".	1
Overn Crescent	Introduce double yellow lines at the junction with Western Avenue.	2
Stratford Road	Introduce double yellow lines on both the sides of the road.	7
Tingewick Road	Extend double yellow lines along south side of the road.	1
Verney Close	Replace existing "Mon-Sat 8am-6pm" waiting restriction with double yellow lines. Reduce hours of existing "Mon-Sat 8am-6pm" waiting restriction to "Mon-Sat 9am-5pm". Reduce the hours and maximum stay of the existing limited waiting bay from "8am – 6pm" to "9am – 5pm" and from "1 hour, no return in 1 hour" to "30 mins, no return in 1 hour".	4
Western Avenue	Extend double yellow lines on both sides of the road. Introduce double yellow lines at the entrances to the car park, hall and Overn Crescent on the eastern side of the road.	2
West Street	Reduce the hours of the existing limited waiting bays from "8am – 6pm" to "9am – 5pm".	2

What happens next?

Please let us know what you think of the proposed parking restrictions by completing the short on-line consultation questionnaire that can be accessed at www.buckscc.gov.uk/have-your-say

Please note: the deadline for responses is Friday 26th August 2016.



After the closing date, all responses to the consultation will be collated, analysed and reported to the Cabinet Member for Transportation for a final decision on how to proceed.

Thank you for taking the time to read this information. If you have any further questions about the proposed changes, or require assistance to take part, please call our Contact Centre on 0845 2302882.

Yours faithfully,

David Cairney

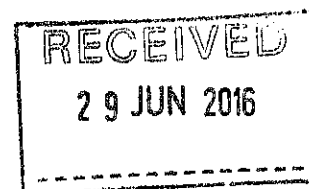
David Cairney
Project Manager
Area Schemes Delivery Team
Transport for Buckinghamshire



RT HON JOHN BERCOW MP

HOUSE OF COMMONS, LONDON SW1A 0AA

020 7219 6346 | john.bercow.mp@parliament.uk



Mr C P Wayman
Town Clerk, Buckingham Town Council
Buckingham Centre
Verney Close
Buckingham MK18 1JP

27th June 2016

Dear Annie,

Thank you for your correspondence of 22nd June regarding broadband provision for new developments. Thank you for taking the time to write to me.

As Member of Parliament for a largely rural constituency, I am all too aware of the problems many of my constituents face – both in rural areas and in town and village environments – in trying to access a decent broadband connection. I also regularly correspond with the Department for Culture, Media and Sport, Connected Counties and BT Openreach on the matter.

However, I appreciate the point you raise about ensuring that developers provide adequate broadband infrastructure and have today raised the matter with Rt Hon Greg Clark MP, Secretary of State for Communities and Local Government. I have requested that the Secretary of State look into the issues raised in your correspondence and provide me with his comments, and I will write again with the response I receive.

In the meantime, should you have any additional questions, or feel I can be of any further assistance, please do not hesitate to contact me again.

Yours,

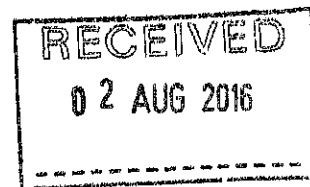
John Bercow



RT HON JOHN BERCOW MP

HOUSE OF COMMONS, LONDON SW1A 0AA

020 7219 6346 | john.bercow.mp@parliament.uk



Mr C P Wayman
Town Clerk, Buckingham Town Council
Buckingham Centre
Verney Close
Buckingham MK18 1JP

29th July 2016

Further to our previous correspondence, I have since received the enclosed letter from Rt Hon Matthew Hancock, Minister of State for Digital and Culture, regarding broadband provision.

I hope that you will find the Minister's response useful and informative. Should you have any additional questions, or feel I can offer any further assistance, please do not hesitate to contact me again.

John Bercow



Department
for Culture
Media & Sport

Minister of State for Digital and
Culture
4th Floor
100 Parliament Street
London SW1A 2BQ

www.gov.uk/dcms
enquiries@culture.gov.uk

Rt Hon John Bercow MP
House of Commons
London
SW1A 0AA
john.bercow.mp@parliament.uk

29 July 2016

Our ref: 287852/DM

Dear John,

Thank you for your letter of 27 June 2016 to the former Secretary of State for the Department for Communities and Local Government, Rt Hon Greg Clark MP, on behalf of Mr C P Wayman, the Town Clerk, Buckingham Town Council, Verney Close, MK18 1JP, regarding the provision of adequate broadband services in Buckingham. Your letter has been passed to the Department for Culture, Media and Sport and I am replying as Minister of State for Digital and Culture.

I am sympathetic to the issues raised by Buckingham Town Council. Telecoms, including both voice and broadband services, is something that most consumers now see as standard and I entirely agree that new developments need to have digital connectivity that is fit for the 21st Century.

Last March, Brandon Lewis and Ed Vaizey wrote to all local authority leaders in England encouraging them to include superfast broadband connectivity in their local development plans (copy enclosed). The ideas that Buckingham Town Council are considering discussing with the planning authority seem to be in line with the Government's aim to increase connectivity in new developments.

You may also be aware that following discussions between the Government, Openreach, and the Home Builders Federation (HBF), a new agreement was announced on 5 February that will see fibre-based broadband offered to all new developments either for free or as part of a co-funded initiative. It is estimated that more than half of all new build properties can be connected to fibre broadband free of charge to developers.

As part of the agreement, Openreach is introducing an early planning connectivity assessment for homebuilders. This will tell them whether properties in a given development can be connected to fibre for free, or if a contribution is needed from the developer to jointly fund the deployment of the local fibre network. In May this year, Openreach announced that they will provide Fibre to the Premises (FTTP) infrastructure to all new developments with more than 100 plots for free.



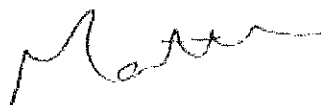
The housing industry will have access to a 'rate card' from Openreach which details the fixed cost contributions required by homebuilders in those cases where joint funding is required. Openreach will make a significant contribution itself before seeking any funds from developers. HBF will promote and support uptake of the co-funding offer amongst their members, and emphasise the need to plan for connectivity early in the development.

This new offer sets a high bar for all suppliers and developers in the market. The Government has been working closely with industry to monitor success and will continue to do so over the next year.

More recently, both Virgin and GTC have also signed deals with the HBF, which includes offering free site assessments to developers to ensure that new builds get the right connectivity in place at an early stage. This will give developers more options to ensure that the connectivity demands of customers are met. To complement this, the Government has also recently amended the Building Regulations to introduce a requirement for all new buildings and major renovations to include in-building physical infrastructure to support connections to superfast broadband.

Finally, we want everyone to have the opportunity to request access to fast broadband, and in November the previous Prime Minister announced the Government's intention to implement a new broadband Universal Service Obligation (USO) to help ensure no-one is left behind. The USO is demand-led and will give people a legal right to request an affordable connection to broadband of a minimum specified speed, from a designated provider, no matter where they live, up to a reasonable cost threshold.

Yours ever

A handwritten signature in black ink, appearing to read 'Matthew', written in a cursive style.

The Rt Hon Matthew Hancock MP
Minister of State for Digital and Culture

To:	Claire Bayley, Development Control
From:	Paul Holton, AVDC Ecologist
Site:	Tingewick Road Industrial Estate (Part Of) Tingewick Road Buckingham Buckinghamshire MK18 1SU
Detail:	Approval of reserved matters of access, layout, scale, landscaping and appearance pursuant to outline permission 11/02116/AOP erection of 86 dwellings and approval of design code in accordance to Condition 4 of the Outline planning approval.
Application number:	14/02513/ADP
Date sent:	28.07.2016

Objection: Further information requested

The revised landscape plan submitted by ACD drawing number TWSM18934-12 details the schedule of planting in the area directly opposite the Taylor Wimpy housing estate that has been consented. This planting schedule includes the area directly adjacent to the River Ouse. In the original planning consent a 9m buffer strip was required and this area was described by the developer in the legend of the original plans as “existing riparian habitat buffer along River Great Ouse to be retained unmanaged for the protection of wildlife”. In 2015 a number of trees and ground vegetation within the 9 m buffer strip were removed. This updated planting schedule has been produced in to address this situation.

It is my opinion however that the proposed schedule does not re-create the original intended use of the site as an unmanaged buffer for the use of wildlife. The proposals for this area include two two metre strips of Turfgrass clover mix EG22C-to be maintained as formal mown grass lawn area, one along the river front one along the foot path. The central section of the buffer area in between there two turfgrass strips are shown to be sown with a wet meadow mixture and then have a twice cut and clear management operation on site. Within this strip of wet meadow a number of moisture tolerant trees have also been proposed to be planted. My first concern is the management of the wet meadow will be virtually impossible with trees present. I would prefer to see the trees planted and the ground to be left undisturbed as originally intended. Once the taller vegetation has established this will keep in check the ground vegetation reducing mechanical cutting. The establishment of two two metre strips of formal mown grass within the buffer zone in no way replicates what the original plans for this area was intended for which was a 9 m unmanaged strip for the protection of wildlife. The establishment of an artificial otter holt in such close proximity to the play area and the footpath is questioned. This will be better placed in a less disturbed area.

The applicant is advised to amend the planting and management schedule along the river front and provide a planting schedule that is more in keeping with the original intention of this strip which should be to recreate the riparian habitat as it was before it was removed thus creating the buffer along River Great Ouse which then needs to be retained unmanaged for the protection of wildlife. This may require fencing to enable the site to establish in the short term.

The footpath that links in with the path along the rest of the river front has been pushed back to the 9m limit which is welcomed. There is of course some tapering where the path links into the existing path.

The AVDC Ecologist can be contacted on ecology@aylesburyvaledc.gov.uk

The paragraphs above were revised (4/8/16) by Mr. Holton to read (the preceding text is unchanged except for the date):

The footpath that links in with the path along the rest of the river front has been pushed back to the 9m limit which is welcomed. There is of course some tapering where the path links into the existing path.

Recommendations:

The applicant is advised to amend the planting and management schedule along the river front and provide a planting schedule that is more in keeping with the original intention of this strip which should be to recreate the riparian habitat as it was before it was removed thus creating the buffer along River Great Ouse which then needs to be retained unmanaged for the protection of wildlife. It is considered a small strip next to the footpath of no more than 50cm of closely cropped grass is appropriate to prevent creep onto the footpath but the rest of the strip to the river edge be left to colonise with the trees that are proposed and under sown and planted with a riparian mix from a reputable supplier sourced through Flora Locale <https://www.floralocale.org> This area should then be left to establish with no formal management apart from intermittent clearance on a 5-10 year basis as recommended through the suppliers management prescription.

The artificial otter holt would be better positioned at the west end of the site where disturbance is considered to be far less. Bat crevices similar to the Kent bat box should be placed on the mature trees being retained along the river front.

Minutes of the A4A Meeting held on Monday 13th June 2016 in the Library

Item 1. Welcome: John Russell welcomed everyone.

In Attendance: Cllr. Jenny Bates, Mary Buckingham, Cllr. Derrick Isham, Pat Knibbs, Clair Pudaruth, John Russell, Cllr. Chris Strain-Clark & Peter Strain-Clark.

Apologies : Cllr. Tim Mills, Cllr. Ruth Newell, Una Robinson, Tony & Kaela Moore, Cllr. Mike Smith, John Squires, Cllr. Robin Stuchbury, Cllr. Warren Whyte

Item 2. Minutes of the Meeting held on 9th May 2016 were accepted with the addition of Cllr. Warren Whyte to the Apologies

Item 3. Matters Arising.

Warren emailed questions/comments about the following members' issues:

Who promised that the Bridge Street bollard would be replaced? Pat recalled that it was Madeleine, access officer for AVDC then BCC before post was cut. Victoria Row is now definitely on 2016 schedule.

The position of the toilet in the Library is due to layout and drainage. The Library provides the toilet as an extra facility which they are not required to do and the new Public Toilets will be fairly close.

John Russell has asked Robin Stuchbury (County Councillor Buckingham South) to follow up concerns about the traffic lights by the bridleway by Lace Hill, which couldn't be used by pedestrians as there is only a grass verge on the Tesco's side.

4. Chairman's report John Russell reported that Robin is on the case of access to Lace Hill. He hopes the development off Tingewick Road will be better.

John recounted his adventures in taking the X5 bus to Oxford and back. They were able to take his scooter in the luggage compartment but some drivers did not help him load it. In Oxford an inspector told him he really needed a 'passport' to use the bus. He phoned the number given and is awaiting a visit to be assessed. He will need a photograph, to phone to book and will only be able to use the bus stop at Tesco's!

Pat confirmed that you have to phone and book ahead if you want to take a wheelchair inside the bus where it's clamped. You can sit in it on the bus but only near not next to your companion.

5. Secretary's report:

Buckingham Town Matters included an article by Chris on Access for All and DisabledGo, giving the email address set up and monitored by Clair. Clair has already been contacted on it by a possible member. We need to work at increasing our visibility, so that people know where to go for help/advice, for instance we need to be on the BTC website which we should all use as it is very informative.

6. Treasurer's report We have a grand total of £1226.69p

7. DisabledGo – We have just received a fuller report of their progress so far and the surveyors will be back in Buckingham next week. Jenny wondered whether Schools

should also be on the list and Chris will find out if they have a policy on schools – a BCC responsibility. Howard Mordue suggests they could look at all the chemists.

We discussed whether any venues that refuse to be surveyed should be ‘named and shamed’, but agreed that merely omitting them should send the same message, in a gentler way. In particular John R was concerned that all the Asian restaurants and food outlets have refused to co-operate. He will visit them to encourage them and explain to them that they need to be in the guide and that there is no cost to them. Elissa explained that we had originally agreed to pay for surveys of 20 large and 80 small premises. Each time we ask for an extra full survey on for example a restaurant, they reduce the number of small premises by 4! At the beginning of the survey Mike Smith met the surveyors when they surveyed the Old Gaol. Unfortunately there was no response to Clair’s email offering to help. They are now keeping us better informed on progress in response to a firm email from Chris. Chris will continue to pass on all suggestions to DisabledGo. The project is over 3 years and we might want to change its focus in future years.

There was a general discussion of the ‘hidden quarter’ in Well St. Unfortunately they are mainly in inaccessible buildings – but it would be good if they at least acknowledge the problem. Clair did get into ‘At Home’ and the ground floor of the bar/restaurant at 3, Well Street should be partly accessible. Clair reported positively on a visit to Prego.

John R had spoken to the DisabledGo representatives at the Motability Roadshow held at Silverstone. They were very friendly but he did have reservations about Silverstone as a venue. He has emailed the organisers of the event explaining the problems he found on the opening day, which were also experienced by Chris and Peter. Clair reported that the event was much improved on the second day.

8. Buckingham Access for All next steps?

John R continues to try and recover our leaflet material from Jayson. We also are waiting to hear from BuDs and it would be nice to have some recent photos. If we can get something prepared we can get it printed locally like the town council newsletter. In future we could seek extra funds by getting Waitrose to collect green discs for us.

9. Members concerns

Pat was concerned about plans to lengthen the double yellow lines up Western Avenue as it will force cars to park further into the residential area.

Parking on Station Road continues to be a problem. We are all concerned about the ‘1000s’ of new houses coming to Buckingham, and the effect on traffic.

Warren has indicated that we are to get a new bus stop.

Next meeting Monday July 11th 2pm-3.30pm in the Library.

ACTIONS from June Meeting

Clair to send several emails incl to National Trust, and get Winchester trail leaflet

Chris to contact BuDs re leaflets, Jon Harvey re website, DisabledGO re stickers also about chemists and schools.

Chris to check whether cyclists also need ‘passport’ to travel on ARRIVA bus.

John R will visit Asian Restaurants to ask why they don’t want to be included.

Minutes of the A4A Meeting held on Monday 11th July 2016 in the Library

Item 1. Welcome: John Russell welcomed everyone.

In Attendance: Cllr. Jenny Bates, Mary Buckingham, Cllr. Derrick Isham, Pat Knibbs, Clair Pudaruth, John Russell, Cllr. Mike Smith, John Squires, Cllr. Chris & Peter Strain-Clark.

Apologies : Ed Grimsdale, Cllr. Tim Mills, Cllr. Ruth Newell, Una Robinson, Cllr. Robin Stuchbury, Cllr. Warren Whyte

2. Minutes.

Minutes of the Meeting held on 13th June 2016 were accepted.

3. Matters Arising

Warren queried which new bus stop we were concerned about. Nobody quite sure. Victoria Row resurfacing is to start next week.

The lease for the toilet site in Cornwall's Meadow has been signed by AVDC.

Buckingham Town Council has taken over Shopmobility. There was concern that limited days and hours of Shopmobility may discourage disabled people from visiting Buckingham. **To do:** find out from Sue about usage and potential usage on other days, ask BTC the additional costs for further hours.

4. Acting Chairman's Report

Robin is on the case of Lace Hill access but no definite action or dates known yet. John has obtained his 'passport' and tried to use the platform lift to get his motorised scooter onto the bus at Tesco. Even at its lowest the platform was 3 inches above the level and in reverse the scooter could not mount it. The 'manager' ruled that he could only travel if he put the scooter in the hold and accessed the bus on foot. Of course for some of our members this would be impossible. Even if he had been able to get on there would have then been the problem of getting off as there are stops where the bus is in tight with no room to deploy the platform. **To do:** Clair will try out Aylesbury. We need to get the levels of kerbs and spaces correct at Tesco and also Buckingham town centre. What is the DOT standard and how can BCC get Stagecoach, Aviva etc to meet it? Shopmobility in Oxford and Banbury are not close to the bus station and so it's essential to take your own chair or scooter on the bus.

5. Acting Secretary's Report

John as acting chairman and Chris as acting secretary are happy to keep things going in the short term. Clair is very active and writes a good letter, lots of you come up with good ideas, and we all hope for the speedy return of Ed Grimsdale. But we need more members to take on responsibilities. Any volunteers welcome!!!!

This is a critical time for our interaction with DisabledGo and production of our own leaflet and stickers. Everyone agreed to carry on meeting monthly for the time being. Chris has received worrying reports of a near miss and an actual collision on roads in the town centre, neither are directly access issues, but show potential danger points.

Cllr Ruth Newell had reported that she was nearly hit by a truck mounting the pavement when walking by Wharf House. The collision involved a lorry entering the town down the London Road which took the corner round the Old Town Hall too fast. Some damage to our member's car, but no injury thank goodness. **To do:** investigate 'give way' signs at pinch points such as by Wharf House and by Villiers.

Recent experiences at Stowe. When the Visitor Centre is busy it is difficult to catch anyone's eye to operate the lift, especially from the lower floor. Could they install a buzzer to attract attention? We have discovered that the disabled loo door is sometimes locked and showing a red occupied sign even when empty, because the lock engages on its own. The same applies to the baby-change facility. Sometimes there is a good reason - 'Oh we should have put a notice up – the toilets are blocked so we locked them,' we were told. That was the morning – when my daughter checked in the afternoon, they'd at least put notices up, but hadn't yet called a plumber. Surely that should have been a priority?

Mike suggested that Chris contact Kelly Scott about this. **To do:** contact Kelly Scott.

6. Treasurer's report We have £1110.19p in the kitty.

7. DisabledGo –The surveyors have finished their task for this year! Chris has circulated the final list of premises. The quality assurance stage follows, then the Launch, due this Autumn. We will be meeting with Anna from DisabledGo and the town clerk to plan the event. DisabledGo have contact details for all those premises that were assessed. The BTC office has list of professional and health organisations and we must include AVDC and BCC to show them what can be done. Anna from DisabledGo had suggested a Conference call but we want a face to face meeting.

8. Website – Jon Harvey agreed that we can have a webpage linked to the town council website – this has yet to be agreed by full council.

We need to get all this information out to people and so Mike Smith will look into adding links to the BTC website and Clair and Chris will provide material and links. These will include links to DisabledGo as well as our Facebook Group and email.

9. Leaflets BuDS – they are considering how they could help us, also about whether we could have closer links – still waiting.

10. Members concerns

There was general agreement that listing actions in minutes is a good idea. John R only visited one Indian restaurant – The Fort – and found them less than helpful. In the meantime the Red Hot Chillies has allowed DisabledGo to assess it.

There was a lengthy discussion of the Well Street Wine Bar which has submitted revised plans reducing the access to the disabled toilet that they still claim is adequate. However they don't seem to have taken into account people needing assistance. The building regulation minimum is 1500mm x 2000mm which is clearly not adequate. In such cramped conditions the presence of a sink and waste bins often makes it impossible to get out once you are wedged in. Pulling the emergency cord is not always immediately successful as staff are often not aware what is happening.

There was a lengthy discussion about grass cutting. Everyone is very happy with the pavements and walkways in the cemetery but some feel there should be more care taken over the grass cutting which results in some grave stones being covered by loose cuttings. Chris will take this up with the environment committee. There are also problems with the regularity of grass cutting around Overn and Western Avenue Estate. John R will contact Lee Phillips to see what is going on.

11. Next meeting Monday August 8th 2pm-3.30pm in the Library.

ACTIONS from July 11th Meeting

Shopmobility queries: - Chris to speak to Sue and BTC re extended hours

Bus queries:- Chris, John and Clair to investigate kerbs and lifts

Pinch Points Chris to investigate Wharf House and Castle Street signage

NT Chris to contact Kelly Smith re access – paths, lift and and toilets

DisabledGo Chris contact Anna re stickers mock-up and launch preparation ▣

Website Mike to arrange links to BTC website. ▣

Clair/Chris to provide material and links to Facebook, DisabledGo and BuDS ▣

Cemetery Mike, John and Chris – follow up grass cuttings on graves ▣

Building Regs for Disabled Toilets Seek county councillors' support for national campaigns to make building regs for disabled toilets more realistic