



# BUCKINGHAM TOWN COUNCIL

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

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Town Clerk: Mr. C. P. Wayman

Tuesday, 21 July 2015

Councillor,

You are summoned to a meeting of the Planning Committee of Buckingham Town Council to be held on **Monday 27<sup>th</sup> July 2015 following the Interim Council meeting** in the Council Chamber, Cornwalls Meadow, Buckingham.

C.P. Wayman  
Town Clerk

Please note that the meeting will be preceded by a Public Session in accordance with Standing Order 1.3, which will last for a maximum of 15 minutes, and time for examination of the plans by Members.

## AGENDA

### 1. Apologies for Absence

Members are asked to receive apologies from Members.

### 2. Declarations of Interest

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

### 3. Minutes

To receive the minutes of the Planning Committee Meetings held on Monday 29<sup>th</sup> June (PL/03/15) and Monday 6<sup>th</sup> July 2015 (PL/04/15) to be put before the Full Council meeting to be held on 17<sup>th</sup> August 2015. **Copies previously circulated**

### 4. Buckingham Neighbourhood Development Plan

To discuss any details of publicity for the referendum following the discussion at the preceding Interim Council meeting.

### 5. Action Reports

5.1 To receive action reports as per the attached list.

**Appendix A**

5.2 (136.1; Amended Plans & other variations) response from Mrs. Kitchen **Appendix B**

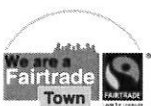
5.3 (211/15; signage reduction) To receive an email via Cllr. Stuchbury **Appendix C**

5.4 (46.3/15: Church St. lamp post) to receive a response from TfB **Appendix D**

5.5 (212/15: Questions to Cabinet) to receive any written reply via Cllr. Stuchbury

**To be circulated at the meeting (Cabinet meets 22<sup>nd</sup> July)**

Buckingham



Twinned with Mouvaux, France



## 6. Planning Applications

For Member's information the next scheduled Development Management Committee meetings are 13<sup>th</sup> August 2015 and 3<sup>rd</sup> September 2015, with SDMC meetings on 12<sup>th</sup> August 2015 and 2<sup>nd</sup> September 2015.

To consider planning applications received from AVDC and other applications

*The following two applications may be considered together:*

1. 15/01348/APP 1 Ford Street
2. 15/01349/ALB Conversion of a two storey barn/garage into living accommodation  
*Lawler*

*The following two applications may be considered together:*

3. 15/01798/AAD Internally illuminated fascia sign and projecting sign  
Connells, 23 Bridge Street, MK18 1EL
4. 15/01799/ALB The erection of one No. fascia sign and one No. projecting sign as direct replacements for the existing shop front signage  
*Connells Residential*
5. 15/01968/ALB International Management Centre, 13 Castle St., MK18 1BP  
Internal alterations and painting south elevation to Elm Street  
*Wills*
6. 15/02125/APP Willen Hospice Shop, 2 Bridge Street, MK18 1EL  
Change of use from a charity shop (Class A1) to a hot food takeaway (Class A5); installation of extraction/ventilation equipment and alterations to the shopfront.  
*DPSK Ltd [Domino's Pizza]*
7. 15/02200/APP 8 Beech Close, MK18 1PG  
Single storey rear extension. Conversion of loft space comprising insertion of rear dormer window and roof light to front  
*Sercombe*
8. 15/02274/APP 122 Moreton Road, MK18 1PW  
Removal of existing utility room, erection of single storey side/rear extension to provide annexe accommodation and single storey rear extension with lantern rooflight, incorporating covered terrace to rear.  
*Jackson*

## 7. Planning Decisions

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

Approved		BTC response	Officer recomm <sup>n</sup>
15/00876/APP	24 Plover Close	First fl. side extn & rear conservatory	Oppose -
15/01323/AAD	White Hart Hotel	Upgrading of existing signage	No objections -
15/01391/APP	} White Hart Hotel	External seating area to front of PH	} No objections -
15/01392/ALB		External seating area to rear of PH <sup>n</sup>	
15/01421/APP	26 Westfields	Proposed off road parking <sup>2</sup>	No objections -
15/01613/APP	8 Brackley Road	Single storey flat-roofed rear extn.	No objections -
15/01670/APP	15 Embleton Way	Single storey front & rear extension	No objections -
15/01769/APP	Benthill Barn	Single storey rear extension	No objections -

<sup>1</sup>Interestingly, only 15/01392 has had this alteration to the description on the decision sheets

<sup>2</sup>Members requested a permeable surface be conditioned: Condition 3 reads

*The hard surface hereby permitted shall be made of porous materials, or provision shall be made to direct run off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwellinghouse.*

*Reason: In order to reduce the risk of flooding and to accord with NPPF advice.*

**Not consulted on:**

**Approved**

15/02010/HPDE 8 Moreton Drive Permitted extension *Conditions do not refer to retention of hedge*

**Planning Inspectorate**

14/03450/APP Hamiltons Precision site, Tingewick Road

Demolition of existing B2 warehouse and construction of 59 dwellings with access and associated parking

*Appeal lodged against refusal; Members have been asked if they wish to make any comments. The advice letter and Members' previous responses are attached.*

**Appendix E**

*As there is no evidence of a decision on the website the Clerk contacted the officer at AVDC; no decision has in fact been made (though she was minded to refuse) – the appeal has actually been made on the grounds of non-determination within the statutory period. If further information becomes available it will be circulated at the meeting.*

**8. Case Officer Reports (& Recommendations)**

**8.1 Strategic Development Control 24<sup>th</sup> July 2015**

Meeting not held.

A Report has been received for the following application, and is available by email from the office

**8.2 Development Control 23<sup>rd</sup> July 2015**

14/03316/APP Police Station; conversion into 5 flats + erection of new block of 8 flats (Approval recommended). Members' decision was to Oppose and Attend.

8.2.1 To receive a report from Cllr. Isham. (to be circulated at the meeting).

**9. Enforcement**

9.1 No update has been received since the March Bulletin.

9.2 To report any new breaches

**10. Transport**

*The source documents for 10.1 and 10.2 will be emailed out to Members, for reference if required.*

10.1 (206/15) To receive a report on the Travel Plans for residents and for the school on Lace Hill

**PL/16/15**

10.2 (128.2/15) To receive comments on the RLS Travel Plan

**PL/17/15**

10.3 To report any damaged superfluous and redundant signage in the town.

**11. Access**

To report any access-related issues.

**12. Any other planning matters**

12.1 (41.1/15) Councillor Training. To select a Member to attend training on 17<sup>th</sup> September. Cllr. Isham has expressed an interest.

**Appendix F**

12.2 Streetnaming: Land behind Station Terrace

To agree a suggestion for this road. The formal request and Member's suggestions are attached.

**Appendix G**

12.3 Streetnaming: (135/15) to receive and review the formal notice of chosen names for Tingewick Road Industrial Estate East.

**Appendix H**

**13. Correspondence**

13.1 To receive for information a letter re s106 monies for land at Station Road. This information will be added to the revised quarterly request for updates, and has been passed to the Environment Committee for action. **Appendix I**

**14. News releases**

**15. Chairman's items for information**

**16. Date of the next meeting:** Monday 10<sup>th</sup> August 2015 at 7pm.

To Planning Committee:

Cllr. Ms. J. Bates

Cllr. M. Cole

Cllr. J. Harvey

Cllr. P. Hirons

Cllr. D. Isham

Cllr. A. Mahi

(Chairman)

Cllr. Mrs. L. O'Donoghue

Cllr. M. Smith

Cllr. Mrs. C. Strain-Clark (Vice Chairman)

Cllr. R. Stuchbury

Cllr. M. Try

Mr. I. Orton (co-opted member)

**ACTION LIST**  
**Planning responses**

Appendix A

Minute	Responses emailed or added to website	Responses posted
169/15 (29/6/15)	1/7/15 (5)	4/7/15
207/15 (6/7/15)	8/7/15 (6 + comment on HPDE)	8/7/15

Subject	Meeting date/ minute	Action taken on	Form	Response received	Prompt/ reminder sent	Response received
Transport (signage)	1/7/13 186/13	<b>All Members</b>	Reduction of sign clutter	To be standard agenda item		
	18/5/15 46.4.2	17/6/15	Look into byelaw possibility			
	6/7/15 211/15		Check expiry date of funding	<b>See Agenda 5.3</b>		
Councillor Training	12/5/14 38.3/14	16/5/14	Letter as minuted	16/10/14 meeting: next training planned for June/July 2015 to follow election 29/5/15: Not yet arranged <b>Agenda 12.2</b>		
	18/5/15 41.1/15	28/5/15	Check date			
	1/5/15 52/15	28/5/15	T&C ref'd at earlier meeting	<b>S Kitchen to contact DRI direct</b>		
S106 monies	9/6/14 108/14		Quarterly update to be prepared	<b>September agenda</b>	<b>New BCC contact advised</b>	
	8/6/15 136.2/15	17/6/15	Amend layout Inc BCC			
Candleford Court	22/12/14 607.1/14	7/1/15	Letter as minuted	Chased 5/2/15 and 20/2/15 & 20/3/15	Chase of above added to new letter	Sandbags only → 7/4
	16/2/15 732.1	20/2/15	Sandbags by sluice; flood warning system action			
	16/3/15 791/14	31/3/15	Letter to W Ryesdale	Passed to R.Newall, resp. 9/4/15 → 27/4		
	7/4/15 853/14 27/4/15 887.2	15/4/15	Letters to EA & Lagan Review planning process	EA reply → 6/7/15 → agenda 8/6/15		
	6/7/15 206/15		Copy correspondence to RS & WW			
BCC Waste & Minerals consultation	16/3/15 797/14	31/3/15	Letter to Cabinet Member as minuted	16/4/15		
	27/4/15 887.4	7/5/15	Find DCLG standards for consultations	→ 18/5 meeting		
	18/5/15 41.1	17/6/15	Contact clerk re meeting			

Subject	Meeting date/ minute	Action taken on	Form	Response received	Prompt/ reminder sent	Response received
Travel Plans (effectiveness)	16/3/15 798.2	31/3/15	Letter as minuted	8/4/15		Agenda 10.2
	27/4/15 887.3	7/5/15	Ask schools about theirs	Royal Latin's response →8/6/15	Remind RLS	
	8/6/15 128.3/15	17/6/15	Request RLS Travel Plan when available; send to BCC for info	Report to 27 July <b>Agenda 10.1</b>		
4 The Villas	7/4/15 856/14	17/4/15	Letters AVDC & EA re remaining concerns	EA response → Agenda 18/5		
	27/4/15 887.1	18/6/15	Post-election, write to new AVDC Chairman re treatment of Mrs.Robinson	Holding response → 6/7/15		
BCC Transport matters	7/4/15 858.4		Cyclists Dismount signs	<b>BCC have in hand</b>	18/5/15 & 23/6/15 seek update	
			Cotton End steps		18/5/15 & 23/6/15 seek update	
Street-lighting	6/7/15 212/15	7/7/15	Formulate written question for RS	<b>Acknowledged by AVDC &amp; actioned for full council meeting 22July</b>	<b>See Agenda 5.5</b>	
	18/5/15 46.3	28/5/15	Church St. lamp as minuted	<b>Cllr. Whyte reports he is awaiting update on new required planning application to install lamp on Walnut Yard</b> <b>Response from BCC officer agenda 5.4</b>		
Planning procedure & practice reports	6/7/15 211/15		<b>Members to consider items for BCC Public Session &amp; send to Clerk</b>			
Dukes Court garden gate	7/4/15 859/14	17/4/15	Letter to managing agents	→agenda 8/6/15		
	8/6/15 128.2/15	18/6/15	New letter as minuted			
AVDC website	7/4/15 860/14	ongoing	Continue listing problems for new Cabinet Member			

Awaiting response

Not yet done

Subject	Meeting date/minute	Action taken on	Form	Response received	Prompt/reminder sent	Response received
Access – Moreton Road II	27/4/15 894.2  8/6/15 128.4/15	7/5/15  18/6/15	Ask how entrance conforms with disability legislation Reply as minuted	Officers response → 8/6/15		
Moreton Road III – call-in (FC)	8/6/15 137/15	Draft circ. 17/6/15; Sent 23/6/15	Letter as minuted			
Padbury applications	18/5/15 52/15	5/6/15	Letter as minuted			
Streetnaming	8/6/15 135.1/15	Circulation 9/6/15 Selection sent 16/5/15	Tingewick Road East: Source words for bell foundry and goods yard, and circulate for preferences	16/6/15 AVDC & Developer have accepted them and made selection	17/6/15 AVDC consulting with Royal Mail for comments	
		Circulation 2/7/15	Land behind Station Terr: Collate ideas	<b>Agenda 12.1</b>		
Amended plans	8/6/15 136.1	18/6/15	Find out what constitutes Amendment/ Minor Amendment/ permissible variation	<b>Response agenda 5.2</b>		
BNDP	6/7/15 205/15	7/7/15	Date of referendum, guidelines	<b>7/7/15; info circulated</b>		
Toilets	6/7/15 212/15		Incorporate Changing Places unit			
Consultee Access training	6/7/15 214/15	7/7/15	Book KM for August session			
<b>Enforcement reports and queries</b>						
13 High Street	16/3/15 795.3	17/3/15 with photo	New signage & lighting	“13” needs permission; remainder awaiting HBO decision	18/6/15 + 8/7/15 advised that sign on side elevation also illuminated	
Tesco banner			Banner on verge of London Rd.			
Buckingham Butcher	18/5/15 45.2.2/15	28/5/15	Check previous use	<b>EH aware - on list for</b>		

Awaiting response

Not yet done

Subject	Meeting date/minute	Action taken on	Form	Response received	Prompt/reminder sent	Response received
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			class, report to Environmental Health & Enforcement	<b>inspection; Enf. case no. 15/00200/CO N3</b>		
Pursuit of applications to remedy breaches	6/7/15 210/15		Letter to A Small as minuted			
<b>News releases</b>						
Cotton End steps	6/7/15 216/15		To await further information			
Addington Road						

Action awaiting response

Action yet to be taken

Action completed **new response**

Awaiting response

Not yet done



# AYLESBURY VALE DISTRICT COUNCIL

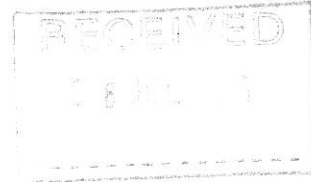
## Planning

Please ask for: Mrs Susan Kitchen  
 Direct Line: 01296 585436  
 Switchboard: 01296 585858  
 Text Relay: prefix telephone number with 18001  
 Email: [skitchen@aylesburyvaledc.gov.uk](mailto:skitchen@aylesburyvaledc.gov.uk)  
 Our Ref:  
 Your Ref:



8 July 2015

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



Dear Mr Wayman

### **AMENDED PLANS etc**

I refer to your letter dated 18 June 2015 in respect of the above. You have requested clarification of the various ways to amend an application. The government introduced changes under *Flexible options for planning permissions* to enable developers to apply for amendments through a speedier process, and I will explain the differences below.

#### **Amended plans:**

Amended plans can be submitted during the course of an application prior to determination. There is no statutory definition of an amendment but it is likely to include any amendment where its scale and/or nature results in a development which is substantially different from the one which had been originally submitted and for which there will be a requirement for further publicity. This will be a matter of judgement based on the size, scale, detail and the context of the site and proposed changes.

#### **Minor amendments:**

Minor amended plans are generally amendments to an undetermined planning application which the Council consider do not represent a significant change which will require further publicity. This will be a matter of judgement for the officers in all cases as the interpretation of minor changes will vary according to the size, scale, detail and context of the development concerned. Given the complexities involved in making that judgement there are no written definitions or guidelines that I can provide to you. These are not the subject of further publicity and consultation

#### **Application for a non-material amendment following a grant of planning permission**

Following a grant of planning permission, it may be necessary to make amendments to the permission. Sec.96A of the 1990 Act (as inserted on 1<sup>st</sup> October 2009 by sec.190 of the Planning Act 2008) allows a local planning authority to make a change to any planning permission relating to land in its area if it is satisfied that the change is not material. In deciding whether a change is material, the authority must have regard to the effect of the change, together with any previous non-material changes, on the planning permission as originally granted.

Whether or not a proposed amendment is non-material will depend on the circumstances of the case – a change which may be non-material in one case could be material in another. There is no statutory definition of non-material, but the authority must be satisfied that the amendment sought is non-material in order to grant an application. The courts have held that the change in external appearance had to be judged for its materiality in relation to the building as a whole, and for a change to be material it had to be significant, of substance and of consequence.

Given the complexities involved in making that judgement there are no written definitions or guidelines that I can provide to you. As stated above an amendment that is non material in one context may be material in another.

As an application for a non-material amendment is not an application for planning permission, the normal provisions relating to publicity or consultations do not apply, particularly as the time period for determination is only 28 days which does not allow time for consultation. Therefore the town council is not notified of this type of application.

### **Variation of a condition**

Planning conditions are often applied to the grant of planning permission. These limit and control the way in which the planning permission may be implemented. Section 73 of the Town and Country Planning Act 1990 allows applications to be made for permission to develop without complying with a condition(s) previously imposed on a planning permission. The local planning authority can grant such permission unconditionally or subject to different conditions, or they can refuse the application if they decide that the original condition(s) should continue. The original planning permission will continue to subsist whatever the outcome of the application under section 73.

Section 73A of the Act provides, among other things, for retrospective planning applications to be made in respect of development which has been carried out without permission, and for applications for planning permission to authorise development which has been carried out without complying with some planning condition to which it was subject.

The normal publicity and consultation is required similar to that of a full, outline or reserved matters application, therefore the town council is notified of this type of application.

In the case of the application 15/01662, this follows an application for a non material amendment which requested that a condition be imposed which referred to the approved drawing. The current application is to now vary the condition relating to approved plans to allow minor amendments to the scheme permitted. This has been held to be an appropriate and legitimate approach which follows government guidance and we have to consider such an application.

Whilst I appreciate this is confusing we do have to follow our statutory obligations to notify you on such variations of conditions but not on non material amendments.

### **Discharging conditions once planning permission is granted**

This is where conditions are imposed on a planning permission requiring further details to be submitted. In most cases where the approval is straightforward the government expect that the authority should respond to requests to discharge conditions without delay, and in any event within 21 days. There is no statutory requirement relating to publicity, therefore the town council is not notified of this type of application.

I understand that Mrs Bayley has clarified that the e mails inviting comments on two discharge of condition submissions (14/A2106/DIS and 14/E2685/DIS ) were sent in error and I am grateful for you drawing this to our attention as it has highlighted a training issue for a member of staff who is learning how to deal with these applications.

With regard to Candleford Court, there were 3 non material amendments which were dealt with post decision:

07/A1003/NON : related to the insertion of rooflights (2011);

07/B1003/NON: sought the deletion of timber stepped access and decking and replacement with safety railings (2011);

07/C1003/NON: related to lobby areas within the car parking area (2012).

It seems to me that these were correctly dealt with as non material amendments in line with government guidance. The reports are available to view on the web site which explains these decisions.

You asked for some examples of non material amendments, given the broad spectrum that we would deal with I would suggest that you do a search on public access for this type of amendment which might help you to understand the assessment of such proposals.

I hope that this reply is of assistance.

Yours sincerely

Susan Kitchen  
Development Management Manager

**From:** "Thomas, Sian" <sithomas@buckscc.org>  
**Date:** 9 July 2015 16:34:51 BST  
**To:** "mns47@tiscali.co.uk" <mns47@tiscali.co.uk>  
**Cc:** "Smith, David (Trans)" <t-dasmith@buckscc.org>, "Stuchbury, Robin - (County Councillor)" <rstuchbury@buckscc.gov.uk>, Morris Freya <FMorris@aylesburyvaledc.gov.uk>, "Whyte, Warren - (County Councillor)" <wwhyte@buckscc.gov.uk>, "Cairney, David" <dcairney@buckscc.org>, "Whincup, Matthew" <T-MWHINCUP@buckscc.gov.uk>, "Richardson, Calvin" <t-crichard@buckscc.org>  
**Subject:** Buckingham Conservation Scheme

Dear Mike

Councillor Stuchbury has asked me to update you on the progress that has been made on the Buckingham Conservation Scheme.

I can confirm that since the meeting held with Freya Morris and others on 11 May 2015, a site meeting took place with Freya on 11 June to agree the exact scope of work. Freya requested a report including quotes and quite detailed description of existing street furniture and how it can be improved/reduced so that she can show this to English Heritage in order for them to agree to the funding.

David Cairney & Dave Smith (both TfB) have provided Freya Morris with the necessary information that she required for this meeting, which was held with Martin Small of English Heritage earlier this week.

David Cairney has since confirmed a few queries about costs and programming and has confirmed that the sign and lighting works can be completed by January 2016 (the date when EH budget must be spent by), assuming confirmation is received soonest.

Dave Smith does still need to confirm that the York stone footway and tactile crossing works can also be delivered by this date, but we see no problem with this.

As you probably know, Freya is due to leave AVDC on Friday 17<sup>th</sup>, so we are hoping for a response from her before then, if not it will hopefully soon follow from one of her remaining colleagues.

So until then, we have done all that has been asked of us and await a confirmation and a purchase order from AVDC as soon as English Heritage inform them that they would like this work to proceed.

Kind regards  
Sian Thomas

Sian Thomas BSc Hons IEng MICE  
Team Leader – Schemes Delivery Team  
Transport for Buckinghamshire  
Corrib Industrial Park  
Griffin Lane  
Aylesbury  
HP19 8BP

**Office@buckingham-tc.gov.uk**

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**From:** Labross, Stuart <T-SLABROSS@buckscc.org>  
**Sent:** 13 July 2015 15:18  
**To:** Office@buckingham-tc.gov.uk  
**Subject:** RE: Church Street, Buckingham - lamp post replacement

Katherine,

As you may have been made aware the engineer who was dealing with this has now left Transport for Buckinghamshire therefore we are going through the outstanding projects.

Looking into to Church Street it appears that a new column was installed on the opposite side of the carriageway which the resident requested to be moved.

Due to the utility services in the footway on both sides of the road it is impossible to install a column in the footpath therefore the only available option is to fit the column on one of the buildings.

A letter has been received in the office from AVDC advising that insufficient information has been submitted for the planning permission therefore we are in the process of resubmitting the relevant information.

I will ensure this is given a priority and provide a further update as soon as possible.

Thanks

Regards

Stuart Labross  
Revenue Lead 'Street Lighting'  
Network Operations  
Transport for Buckinghamshire

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

T: 01296 387460

Visit our Website [www.buckscc.gov.uk/transport](http://www.buckscc.gov.uk/transport)

Follow us on Twitter @ TfB alerts

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**From:** Office@buckingham-tc.gov.uk [mailto:office@buckingham-tc.gov.uk]

**Sent:** 09 July 2015 14:15

**To:** Labross, Stuart

**Subject:** Church Street, Buckingham - lamp post replacement

Members have asked for a progress report, following our letter of 25<sup>th</sup> May, and a verbal update from Cllr. Whyte indicating planning permission was to be sought.

**AYLESBURY VALE DISTRICT COUNCIL**  
**Planning**

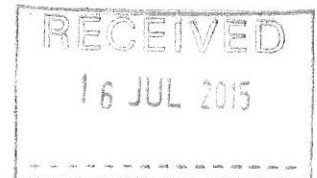
Please ask for: The Business Support Team  
 Direct Line: 01296 585679  
 Switchboard: (01296) 585858  
 Text Relay: prefix telephone number with 18001  
 Email: devcon@aylesburyvaledc.gov.uk  
 Our Ref: 15/00064/REF  
 Pl. Ref: APP/J0405/W/15/3035834



16 July 2015

Buckingham Town Council

Dear Sir/Madam,



**TOWN & COUNTRY PLANNING ACT 1990**

**APPEAL BY:** Mr

**INSPECTORATE REFERENCE:** APP/J0405/W/15/3035834

**SITE:** Hamilton Precision Ltd 10 Tingewick Road Buckingham Buckinghamshire

**PROPOSAL:** Demolition of existing B2 warehouse and construction of 59 dwellings with access and associated parking.

I am writing to notify you that we have received an appeal for the above site relating to the refusal of planning permission.

The start date for this appeal is the 9th July 2015.

The appeal is being dealt with by way of an Informal Hearing which is yet to be arranged

As you made comments on the original application you are now required, if you wish to make further comments. I have enclosed a copy of the appellant's grounds of appeal for your information. If you do wish to make any comments, can you please ensure that they are received by myself within 21 days of the date of this letter.

The Case Officer dealing with this appeal is Mrs Claire Bayley

Yours faithfully,

*The Business Support Team*  
 Aylesbury Vale District Council

The Gateway, Gatehouse Road, Aylesbury, Bucks HP19 8FF

DX 4130 Aylesbury 1

www.aylesburyvaledc.gov.uk



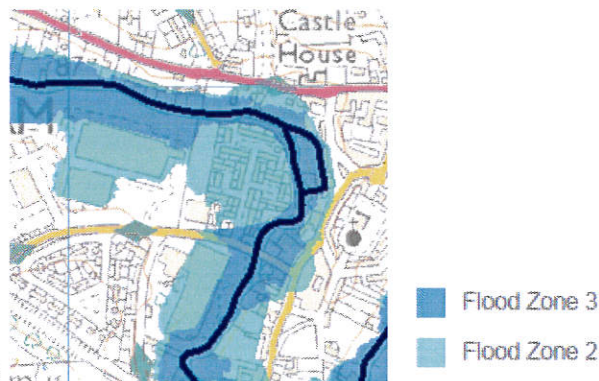
Members reviewed this application at the Interim Meeting of Buckingham Town Council held on 22<sup>nd</sup> December 2014 (Min. 593/14)

Hamilton Precision Ltd., Tingewick Road, Buckingham MK18 1EE  
Demolition of existing B2 warehouse and construction of 59 dwellings  
*Taylor French Developments & HPCHA*

Members acknowledged the need for housing, and noted the proposed % of Affordable Housing in this application, but felt that this proposal was substandard; poor design does not aid community pride in the surroundings (NPPF Section 7). Furthermore the developers had not taken on board the comments made by Members at the applicants' presentation to the Council of 28<sup>th</sup> July 2014, and had added an additional dwelling at the floodable end of the site.

Further comments were as follows:

- the marked flood levels are not, as might be expected, the boundaries of Flood Zones 1, 2 & 3; they are 1/100, 1/100+climate change allowance & 1/1000 and do not match the EA map of the site which shows the floodable area reaching the rear of the existing factory (not a warehouse as described) and this is borne out by the flood map the applicants have reproduced from the Buckingham Neighbourhood Plan Site Assessment document.



EA flood map:

This means that approximately 20 dwellings are at risk of flood in a bad year, contrary to NPPF paragraph 100, and covering floodable scrub land with buildings will endanger existing residential areas (paragraph 103).

- The development is not part of the emerging Neighbourhood Plan, with much of the site being within Flood Zone 2; in the NPPF there is a requirement for housing to provide a sequential test (paragraph 101) to evidence that there are no other suitable sites for house building within the local area. This is not within the proposal and could not be evidenced as the Neighbourhood Plan outlines enough housing growth for the town for a further 17 years.
- Members expect the Affordable Housing to be fully advertised when available for rent/shared ownership.
- problems have been experienced elsewhere in the town where large numbers of affordable homes are concentrated, to the detriment of the amenity of other residents.
- Affordable Housing should be designed and built to the same standard as sale housing, with some capable of occupation by disabled persons without modification. This appears not to be the case with many dwellings on this development.
- Hamilton Precision is a family-owned, not international, company; an assertion that it is "a global international company that would have the potential to relocate" as the area is now principally residential is not good reason for demolishing a working employment site, and there is no indication that Hamilton's wish to move. The D&A Statement says that it is designated for residential use in the BNDP. In fact this site was included with the site to the

west as area 43 in the Site Assessment document and declared 'part suitable for development' and noted that a considerable area was within Flood Zones 2 & 3.

- many of the trees on the site have already been felled. Some of those recommended for felling because they were 'leaning' may be perfectly stable having adjusted their growth to the prevailing wind. The majority of these trees are/were healthy and in good condition, with a reasonable expected lifespan.
- the bio-diversity study was carried out in the winter, when reptiles, amphibians and many birds are not observable.
- the private road is clearly not wide enough for a refuse lorry, as residents of 20 dwellings are going to have to haul their bins some distance to an inadequately sized collection point each week.
- the single entrance proposed is not suitable for two-way traffic; an alternative access from the site to the west should be investigated.
- there has been no attempt to relate the street scene to the 1½ storey stone cottages to the east.
- the riverside path does not connect with the path behind Fishers Field (not Road) and "The pedestrian link along the northern boundary of the site has the potential to ....provide improved pedestrian access to the town centre" is nonsense as the only link to the town centre is the bridge on Tingewick Road, accessible from the site entrance.
- (Members had earlier received a presentation about a proposal for sustainable housing, including south facing houses with solar panel roofs, grey water recycling and a two storey solarium/porch to capture sunlight and circulate warm air throughout the dwelling). This site showed no such sustainable features, which would reduce costs for the occupants, and the applicants were recommended to consider designing in such benefits.
- flats 13-24 are in an L-shaped block with the end flats rectangular, and the central two forming a rectangle with the stairwell, leading to a diagonal division between the two middle flats and some awkward room shapes. (This is also true of flats on the adjacent site to the west).
- The Shared Ownership housing has neither bin stores accessible at the front of the house, nor garage & drive parking. The former will lead to street clutter, the latter is a difference based on tenure mode, which is unacceptable.
- some houses have an alcove off the porch - ? for bins, though this is 70cm x 70cm; adequate dimensions for green-lid bins, too small for blue-lid bins but the alcove could not accommodate two bins anyway.
- the drawing supplied for plot 52 is wrong-handed; it is semidetached with No.51 therefore the party wall should be to the left.
- All the sale houses have a central single, purely decorative, chimney. Why?
- Fig 12 (p13) in the Design and Access Statement describes the Hartridge's building fronting Tingewick Road as 'existing two-storey flats'. Though the plans for the adjacent site to the west are described in some detail, there is no reference to the University's application for the site opposite.
- 5.0.2 "This location adjacent to the river suggests it would not be suitable for accommodating play provision in the form of an equipped play area" which is what this Council said about the site next door, and was ignored. There is no play space on this site so it is likely that the car park yard will be used for football and similar inappropriate activities.
- 7.11.5 "The front of the site will consist of two storey apartment blocks to give a nodal frontage to Tingewick Road...." The apartments are three storey and this is confirmed by the adjacent Fig.17.
- 10.0.2 Proposal of a Travel Plan to advocate mode shift. With no public transport along Tingewick Road it is going to be difficult to implement less car use, and their varying



estimate of where the town centre is (one map has it around the front of the Town Hall, another centred on the Church) doesn't reflect the walk from - say - Waitrose or the bus stop carrying shopping. Not everyone will do their weekly shop at Londis.

- 10.3.9 "There are a number of primary schools in the vicinity of the site". This depends what is meant by vicinity, and how far it is reasonable to ask a small child to walk. Grenville would be nearest. The secondary schools are within cycling distance – but, so far as is known, do not have any secure parking for cycles.
- 10.5 Bus availability. The 32A has not existed for some time, and no bus route is shown on Tingewick Road in the current timetable. The nearest to those quoted are the 18, 131/132 and 133 which travel along Embleton Way respectively twice, twice and once a day, and it would probably be quicker to walk into the town centre and catch a bus in the High Street anyway. The X5 does not stop anywhere between Buckingham High Street and Bicester.
- The Statement is summarised in Section 11 pp.48-49. It describes the *Advertiser's* coverage of their presentation to BTC - on a page clearly headed, in red, NEWS - as an advert.
- 13.0.3 The longest trek for a (private) resident on bin day is 113 yards, rather further than the 25m in AVDC's guidelines, because the collection point for all the housing beyond the flats is close to the entrance to the car park yard. Residents of the flats have bin stores within their car parking area, but not very convenient ie via a route under cover, or within the building.
- there is a likely future problem – the sale houses and gardens are not only the most likely to flood, their residents are the ones who are going to have to haul their bins 100 yards every week to the collection point; they do not get roadside collection. The applicant said in his presentation that the sale houses were necessary to subsidise the amount of Affordable Housing; suppose they find them difficult to sell? Will we see an application to turn some of the mid-site houses from Shared Ownership to market sale? Members recollect that much of the delays involved in the progression of the adjacent site were due to protestations of non-viability with 35% Affordable Housing, and the eventual settlement at 16%. As the application stands, it is way over 35% (35% of 59 rounds to 21 dwellings) but shifting the designation of some of the middle houses, or one of the blocks of flats, would make inroads into that.

The Town Council response was agreed unanimously as **OPPOSE** and **ATTEND** should the application go to Committee.

Meeting of 16<sup>th</sup> February 2015:

**AMENDED PLANS**

**14/03450/APP**

**OPPOSE**

Hamilton Precision Ltd., 10 Tingewick Road, MK18 1SU

Demolition of existing B2 warehouse and construction of 59 dwellings with access and associated parking

*Amendment: Flood maps and data from the Environment Agency, and drawing to show a 'footdry' escape route above 81.99m AOD as the Tingewick Road access is at 81.52m. The drawing only shows Flood Zone 3, and the EA documents dated 22 December 2014 clearly shows Flood Zone 2 reaching to the rear of the existing factory (additional to documents supplied with application in December).*

*Members reiterated their opposition (22<sup>nd</sup> December Interim meeting) noting that their concerns about the access in particular had not been addressed. The future of the large soil heap north of the factory (not warehouse) adjacent to the Fishers Field boundary was not clear; Members feared it could be contaminated soil from the factory site, deposited when Fishers Field was built.*

*It was noted that the Neighbourhood Plan follows the NPPF in not allowing development in Flood Zone 3, and requiring a Sequential Test for proposals in Flood Zone 2, which must show that there is no alternative site available. The BNDP seeks to exclude residential development in Zone 2, and only allowing less vulnerable uses, such as retail, which pass the test because of the lack of Zone 1 areas in the town centre.*

**BUCKINGHAM TOWN COUNCIL PLANNING COMMITTEE**  
**27<sup>th</sup> July 2015**

**Agenda item 10.1****Contact Officer:** Mrs. K. McElligott**Lace Hill – Travel Plan Frameworks**

**1. Residential** – cover dated January 2015 (and the Revision list only shows First Issue 30/1/15) but the Discharge of Condition form is dated 16<sup>th</sup> June 2015

Introduction page 3, para. 1.3:

A requirement of the Outline Planning Permission under condition 28 is to prepare a TPF in order to ensure that sustainable modes of transport are available to all residents from first occupation of the site. This document there discharges the part of condition 28 that refers to the residential element of the site. For ease of reference condition 28 is reproduced below:

*The school, commercial and residential elements of the development shall not be occupied until a Travel Plan framework for the relevant element of the development has been submitted to and approved by the Local Planning Authority. The framework shall set out measures to reduce single occupancy journeys by the private car and indicate how such measures will be implemented and controlled. The Travel Plans shall include a full analysis of the modal split of the relevant land uses and indicate targets for modal shift in the forthcoming year. The school, commercial or residential elements of the development shall not be occupied until the relevant element of the Travel Plans has been implemented and subject to annual review for a period of five years following occupation thereafter. Responsibility for the Travel Plans will be handed over to the school, commercial occupier and residents association after occupation. For the avoidance of doubt the Travel Plans will require the appointment of a Travel Plan Coordinator.*

There is the usual pious aim of reducing single-occupancy car use, and promotion of the health benefits of walking and cycling, but there is little evidence that these have been thought through, still less prepared by someone with practical experience. Also, the whole document is written as if it was prepared 5 or 6 years ago and all its statements and proposals are in the future tense. For example:

4.3 The purpose of this TPF is therefore to set out a long-term view for reducing new residents' dependence on the private car as far as is practically possible. Its objective is to reduce the number of single-occupancy journeys made to the site by residents and visitors in favour of more sustainable modes, such as walking, cycling, public transport and car sharing, to reflect current policy at both a national and local level.

The travel plan strategy therefore consists of the following main elements:

- A Travel Plan Coordinator (TPC) is to be appointed by the developer prior to the occupation of the site;
- The TPC will conduct an audit to ensure that the information detailed within this TPF on sustainable options is up-to-date and to familiarise him/herself with the options available;
- Relevant information will be made available in a residents' 'Welcome Pack' which will be provided upon occupation;

4.4 The TPC will conduct a Travel Questionnaire in order to assess the use of each mode. This will allow the TPC to gauge to what extent the plan is meeting its target and will also allow feedback from residents regarding any new initiatives that could be introduced to make the TPF more effective.

Eloise-Mary (Needlepin Way, resident 2 years) and Sheena McMurtrie (Cotton End, almost one year) both report that they have seen no Travel Plan documents or Co-ordinator; though Sheena says a colleague who took up temporary residence in Mayflower Street until their house in Edging Lane was ready was given some local information on buses, supermarkets and the like initially, but not on moving (though, of course, the developer would be aware that they were no longer new to the area). Given that most of the site is built and well over half occupied (a trigger point for s106

payments) the need for the survey to form the basis for the 5 years of monitoring whether mode shift has been achieved is urgent.

After 10 paragraphs on the desirability of promoting walking there is:

5.11 Census data from 2011 also shows that 22.5% of Buckingham commuters live within 2km of their place of work. This means that, despite the current positive figures, there is still potential to increase the number of residents who walk to work through the promotion of walking by the TPC.

#### Access for the Disabled

5.12 The route between the site and the town centre will be suitable to facilitate journeys by mobility scooters. This standard of provision will be continued within the site.

#### Cycling

5.16 The Census data also demonstrates that 33.8% of Buckingham residents live within 5km of their place of work. There is therefore a huge potential for a higher uptake of cycling amongst residents of the new development than is the case for existing residents of the town.

As encouragement, all dwellings will have cycle parking. However many places of work and the senior schools do not provide secure parking or a changing room with lockers. There is a noticeable concentration on journeys to work, not for leisure or shopping. School journeys are dealt with in the other document.

#### Public transport

5.25 Given that bus travel will be promoted by the TPC, it is anticipated that there will be higher uptake of bus travel amongst residents of the development than is currently the case for residents of Buckingham.

5.31 Although the site is not ideally located to support journeys by train, given that 20.2% of residents have a commute of 20km or more, there exists the potential for a large increase in the number of residents who drive to one of the nearby stations by car and continue their journey by train; thereby reducing the overall number of miles travelled by car.

There is the usual result of a cursory glance at the bus timetables, and it is obvious that any bus that stops at Tesco's can be construed as serving the site:

Service Number	Route	Operator	Frequency
18	Bicester-Buckingham	Langston & Tasker	4 per day Monday-Friday
18	Bicester-Buckingham-Aylesbury	Langston & Tasker	2 per day Monday-Friday
60/X60	Milton Keynes-Buckingham-Aylesbury	Stagecoach	2 per hour Monday-Friday 1 per hour Saturday 4 per day Sunday
88	Buckingham-Milton Keynes	Stagecoach	2 per day Friday and Saturday
131/132	Buckingham-Brackley	Redline	Up to 1 per hour Monday-Saturday
133	Buckingham-Water Stratford	Redline	1 per day Tuesday
151	Akeley-Buckingham	Redline	1 per day Monday-Friday

This is considered to be an excellent level of service, with regular services to the wider area.

My comments are:

- a) the 60/X60 is only half-hourly at peak times, it is hourly otherwise, and run by Arriva Mon-Sat and the limited (Aylesbury-Buckingham only) Sunday service by Redline – not Stagecoach;
- b) there are effectively two #60 routes – Aylesbury-Buckingham-MK (X60 only, hourly and not on Sundays) and the 60 Aylesbury-Buckingham--Aylesbury which detours from the A413 direct route via Maids Moreton and the back road from Whitchurch-Winslow via North Marston and runs every two hours.
- c) It is not mentioned that the 88 is a late-night service only.
- d) There is not an 'up to one per hour Mon-Sat' service from the Tesco stops to Brackley using the 131/132 – there are two each way plus one on weekdays that starts from the RLS. Many of the 131 & 132 buses form the 'round the estates' services linking Western Avenue, Page Hill, etc with Tesco and are thus shuttles, though some also go to Tingewick and Gawcott. None of the timings would suit a resident who worked normal hours in Brackley; they would still have to drive. It does however provide extra services to and from the town centre for Lace Hill residents.
- e) the 133 does one journey each way on Tuesdays from and back to Water Stratford. It is consequently not much use for a resident wishing to go to Water Stratford by bus unless they were planning to spend a week there.
- f) The 151 goes Akeley - Buckingham bus stand –Tesco – Thornborough –Tesco – Badgers, Linden Village and Page Hill - Bus stand and then bus stand – Thornborough – Tesco - bus stand – Akeley two hours later. I wouldn't have thought this was a useful service for Lace Hill residents either, except as a devious route into town.

The table thus gives an impression of there being many more usable buses than there are in reality – so an 'excellent level of service' in their opinion – and the 'regular service to the wider area' is presumably the X5. I would have thought that discouraging car use would have been boosted by at least noting its availability, route and frequency, if the aim is to reduce car use, even though it only stops in the town centre. They could also have noted the #83 Silverstone College student service from the town centre; presumably there will be some college-age residents who would otherwise drive.

All the modes of travel considered give existing % usage according to the 2011 census and comparison with national figures, but no indications of target %s after the efforts of the Co-ordinator to move travellers to greener modes, though it is noted that given the numbers working within the town, the possibility of increased cycling and walking exists, and the E-W rail link, when built, might encourage more commuters to join the rail network at Winslow, reducing car travel to Bletchley/MK or Bicester.

8.2 The target of the TPF will take the form of a percentage modal shift away from single occupancy car use towards the more sustainable modes detailed in Section 7.

8.3 It is considered that the precise nature of the target is a matter best agreed between the appointed TPC and BCC. This approach will ensure that all parties are committed towards achieving the same goal.

8.4 It is proposed that the target is set/revised based upon the findings of the Travel Questionnaire, this will ensure that the resources are targeting the most appropriate modes and that the overall target can be considered to be realistic.

2011 UK Census	Walking	Cycling	Bus	Train
Buckingham	13.5%	1.3%	3.0%	2.5%
National	11.3%	3.0%	7.8%	5.5%

The job of the Travel Plan Co-ordinator is as follows

A TPC will be appointed by the developer to oversee the travel plan process. Prior to the first residential occupation on the site the TPC will carry out the following:

- Conduct a transport audit that identifies the current transport links to the site as well as the proposed transport initiatives. This will be an update of the audit that is included within this TPF;
- Identify and produce a plan showing relevant walking/cycling routes and information;
- Collect and collate up-to-date public transport route and timetable information;
- Liaise with public transport operators in order to negotiate reduced fares/travel vouchers for residents;
- Prepare the Residential Travel Information Pack as described;
- Produce a Travel Questionnaire which will be issued to all residents within three months of occupation, ensuring sufficient time is allowed for residents to become accustomed to their new location and to adapt their travel habits accordingly. The questionnaire will aim to gather information regarding residents' existing travel habits and any measures that they would like to see introduced to further facilitate sustainable travel from the site. The results of the Travel Questionnaire will be recorded in a database which will allow for the identification (and updating) of suitable targets as well as new measures to introduce;
- Create a monitoring programme to assess the performance of the TPF and to identify any necessary adjustments if the Travel Plan is not considered to be achieving its targets; and
- Liaise with the school

The Co-ordinator is also supposed to keep up-to-date with timetable changes, post notices on a centrally-placed noticeboard and conduct meetings with residents for feedback, discussion and suggestions for extending the Framework, create a Bicycle Users Group, and provide resident's comments and criticisms to the bus operators.

Paragraphs 7.18 – 7.22 deal with car sharing – another task for the Co-ordinator is to gauge demand and set up a scheme, or if there is little demand, publicise Bucks LiftShare – which one would have thought a primary means of reducing car numbers on the road. Car sharing is not otherwise mentioned in the document.

There is little evidence of any of these being done in a timely manner, and given the lateness of the production of the document in the planning process, this is hardly surprising. It would be interesting to find out whether *any* developer has succeeded in getting discounted bus (or train) travel for their residents.

The summary then sets out what should be done before first occupation, then within the first 3 months, then the 5 annual surveys to be carried out to prove it has worked and finishes with

**11.8 Given the excellent location of the site in terms of sustainable transport infrastructure, coupled with the measures proposed within this document, it is considered that the Travel Plan Framework will be highly successful in terms of promoting a modal shift away from single occupancy car journeys towards more sustainable modes amongst residents of the London Road site.**

This is followed by Appendices containing a pre-development site plan, a carelessly overlaid proposed site plan (the access from the southern London Road roundabout apparently goes straight through a corner terrace of houses – but these don't exist, so that's OK) which bears no relation to the roads as built (fortunately, as the roads as mapped would not have accommodated the proposed bus route round a horse-shoe shaped Needlepin Way)<sup>1</sup>, the employment site is a number of small units (not

<sup>1</sup> At no point is this idea mentioned in the document. Perhaps the bus operator has driven over the usable bit of Needlepin Way and refused to countenance the proposal due to on-street parking and the road width. It does, however, leave the Phase II residents on the eastern half of the site an awfully long way from a bus stop, which may discourage them from using the buses altogether.

Sainsbury's) and the school site is per the AOP, not as actually designed; plus 12 pages reproducing the bus timetables. The existing bus stops on the London Road are shown on the site plan, as are the crossings of the London Road & bypass (including the now deleted Tesco one) but there are no maps of the bus routes, path network or cycleways as is usual with TPFs. There is no mention whatever of the employment/health centre part of the site and travel arrangements for its employees and clients.

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**2. School** - cover dated January 2015 (and the Revision list only shows First Issue 30/1/15) but the Discharge of Condition form is dated 16<sup>th</sup> June 2015

At least, given the school is not yet occupied, there is half a chance of getting the aims in the Introduction (identical to the one reproduced above) fulfilled. As in the one above, everything is in the future tense.

4.3 The purpose of this TPF is therefore to set out a long-term view for reducing pupil and staff dependence on the private car as far as is practically possible. Its objective is to reduce the number of single-occupancy journeys made to the school in favour of more sustainable modes, such as walking, cycling, public transport and car sharing, to reflect current policy at both a national and local level.

The travel plan strategy therefore consists of the following main elements:

- A Travel Plan Coordinator (TPC) is to be appointed by the school (expected to be one of the school staff);
- The TPC will conduct an audit to ensure that the information detailed within this TPF on sustainable options is up-to-date and to familiarise him/herself with the options available;
- The TPC will oversee the implementation of BCC's annual 'Hands Up' survey. This will serve firstly to ascertain the existing travel habits of the pupils and staff, and in later years to gauge the extent to which the plan is succeeding and to gather feedback from pupils and staff.

The developers clearly have not heard of the eradication of catchment areas, and the consequent freedom of choice for parents as to where they send their children; and, of course, children from farms and school-less villages are unlikely to walk or cycle:

6.2 As the school is intended to serve the new residential development, it is considered that walking will be the most appropriate mode of travel, however the TPC will be free to decide which initiatives will best assist in bringing about a modal change towards more sustainable modes of travel.

6.3 The overall site has been designed to incorporate safe, overlooked, well-lit footpaths and cycleways, in line with the recommendations detailed in MfS.

6.4 It is hoped that this will address the perception among parents that walking and cycling to school are unsafe, which, according to BCC's Sustainable Modes of Travel Strategy, is one of the most common reason parents give for driving their children to school rather than allowing them to walk or cycle.

Cycle parking for 40 will be provided (school is designed for 280 pupils) but this can be increased if the Co-ordinator considers it appropriate. The Co-ordinator will also look to set up a Bicycle Club, which could be run in conjunction with BCC's 'Bikeability' Cycle Training, promote Walk to School and Cycle to School weeks and encourage participation in the sustainable travel reward schemes run by BCC.

6.8 Zig-Zag lines in the vicinity of the school gates will prevent inconsiderate parking, discourage parents from driving and make the area safer for pedestrians. There will also be a small number of unallocated drop-off parking spaces on the school site to further discourage driving.

The effectiveness of this method of prevention can be well demonstrated any school day in Burleigh Piece and Chandos Road.

#### **7. TRAVEL PLAN TARGETS**

7.1 The TPC will be free to set targets as they deem appropriate following the first 'Hands Up' survey.

7.2 BCC's Sustainable Travel to School Strategy states that there should be a target of reducing car use on the school run to a maximum of 30%. Given the sustainable location of the school and the measures that will be in place from opening, it is considered that this target can be achieved.

.... providing, of course, that the baseline survey is done soon after pupils move on to the site. At least there is a number attached to the target in this case.

This may be naïve, but I assume sustainability targets are supposed to apply to the staff of the school as well.

- Are adult-sized as well as child-sized bike racks to be provided?
- It cannot be assumed that employees (teaching, support and service) will live on the estate, or even in the town; there does not seem to be a part of the Framework for them.
- Nowhere is any consideration given to travel between the three schools in the same group – for example, a few cycles for staff use at each site for those without their own, or a bar on claiming for petrol.

The Appendices are largely the same as for the residential Framework, but the proposed development drawing is accurate. These are followed by the same 12 pages of bus timetables, many of which are irrelevant because the buses concerned do not run at school times, or every day, so are useless for a school. I particularly enjoyed the inclusion of the timetable for the #88 weekend night bus to and from MK. A modicum of editing would have indicated attention to detail.

KM  
14/7/15



**BUCKINGHAM TOWN COUNCIL PLANNING COMMITTEE**  
**27<sup>th</sup> July 2015**

**Agenda item 10.2**

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

**Royal Latin School – School Travel Plan (July 2015)**

This is clearly based on a standard format to fit all schools and has not been adapted to fit (unless the RLS has a nursery I don't know about). Whether it is taken seriously I cannot judge, but the number of pupils who said they would prefer to travel to school by train gives a clue (see table below).

RLS has subscribed to the Modeshift STARS scheme (**Sustainable Travel Accreditation and Recognition for Schools**) - a national schools awards scheme that has been established to recognise schools that have demonstrated excellence in supporting cycling, walking and other forms of sustainable transport. There are Bronze, Silver and Gold accreditation levels to aim for. Modeshift STARS monitors travel to school patterns locally, regionally and nationally ensuring that all users can track progress at the click of a button; including data on modal shift, carbon reduction and improvements in physical activity levels. As long as a school shows a commitment to supporting cycling, walking and other forms of sustainable transport, they are eligible to work towards achieving accreditation. When a school achieves Modeshift STARS accreditation they receive a plaque and use of a nationally recognised kite mark which can be used to contribute to the achievement of other awards and standards such as Eco-Schools.

The (RLS Travel Plan) Working Group is composed of 1 parent, 1 governor, 3 teachers (including the Deputy Head), 2 office staff and 4 pupils.

The school has 108 car parking spaces (96 staff<sup>1</sup> + 9 for visitors + 3 disabled bays) and space for 8 coaches; but no cycle or scooter parking of any sort. It does however have 1279 lockers (exactly equals number of pupils; staff total not given) and 5 showers.

A School Bus Policy already exists, they participate in "Healthy Schools" and Year 12s (17 year-olds) attend Safe Drive Stay Alive events. The reason given for developing the School Travel Plan is improve the health and fitness of pupils and staff, help teach responsibility and independence, and reduce CO<sub>2</sub> emissions.

It notes that for students and staff from MK and the villages, walking and cycling is impractical, and also that public bus services stop near the school (allowing attendance at after-school activities for some). *I take this as a caveat aimed at feeble mode shift figures.*

"There are no main walking routes into school" though students use public pathways on Chandos Road and London Road/Brookfield Lane. There is no definition of a 'main walking route'.

"There are no main cycling routes into school, so the students use the public pathways on Chandos Road and London Road." This is dangerous and illegal. Fortunately only 6

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<sup>1</sup> There isn't a separate category for pupil parking, and I didn't find any specific school rules about whether this is permitted on the school site, with or without permission or special dispensation (eg the need to transport a large instrument such as a cello to school on certain days).

pupils cycle, according to the “Hands Up” survey. Presumably the 2 staff with bikes ride on the road.

The results of the “Hands Up” pupil survey carried out Jan/Feb 2015 (1158 responses) and staff survey (April-May 2015; 93 responses) were

	Walk	Cycle	Public bus	School bus	Park and Stride
Number of students (usual mode)	232	6	89	558	44
Number of students (preferred mode)	167	94	21	360	59
Number of staff (usual)	11	2	1		0
Number of staff (preferred)	28	13	0		0
	Train/ Tube/ Metro	Car share	Car	Scooter/ skate board	Unknown
Number of students (usual mode)	0	69	153	7	0
Number of students (preferred mode)	74	95	96	52	69
Number of staff (usual)	0	4	75		
Number of staff (preferred)	0	5	46		

The modal shift chart (yearly, 2009/10 to 2014/15) shows (in %) a gradual down trend for walking to school (25.9→20); a fairly consistent level of cycling (0.9/0.4/0.9/0.2/0.2/0.5); a rise from 0 to 7.7 for public bus use; up-and-down school bus use (max 56.7, min 48.2); a rise of ‘Park and Stride’ from 0 to 3.8 [*but this may reflect the imposition of restrictions on Chandos Road, and some VI<sup>th</sup> formers having to park in Cornwall’s Meadow or elsewhere*]; car share and car use have both fluctuated (4.3→8.1 and 11.6→14.3 respectively). Scooter use has only featured in the last year (0.6) and train travel has remained at 0 throughout, despite the hopes of 74 pupils. No comments on the survey have been recorded from pupils (who were required to complete a form; primary school pupils do it by show of hands, hence “Hands Up”). Staff comments were:

Very dangerous entrance to school for pupils on foot using the main gate. Children from the railway side of Chandos Road often dodge between moving coaches and cars to cross the road to get to the foot path into school (by the main gate). Often busses appear quickly around the blind corner at the bottom of the drive way (when leaving) and children trying to cross don't have time to see them see them coming. - they are also checking for traffic that is arriving from Chandos Road.

Difficulty in car sharing is after school meetings and different finishing times.

Cars parked on side of road is the main cause for the congestion.

Parking is an issue on site. Some people do not seem to park between the lines and some spaces are too narrow for modern cars. The minibus spaces make other spaces undesirable to park in due to restricted viewing.

Under the Safety part of the questionnaire (Please tell us of any obstacles or other road layout issues within 200 yards of the school entrance which could be deemed as dangerous to a child arriving or leaving the school) is the following:

Waglands Road uses the entrance of the school to which exits onto Chandos Road, the residents of this road can at times come down there quickly and can pose a danger to children crossing. The pavement on the left hand side of the exit onto Chandos Road is muddy and small which causes problems when trying to cross. It is on a bend which means it is difficult to see oncoming traffic unless you walk up the pathway, which gets smaller further up. Cars also use it as a turning circle after dropping students off on Chandos Road.

Pages 14-18 list issues, possible solutions and (where appropriate) target completion dates (all during the next academic year) under the following headings:

- new issues (bad behaviour on buses; KEEP CLEAR road marking faded; bad visibility at Chandos Road entrance)
- Promotional (info to school newsletter, noticeboards and website; assembly on road safety)
- Smarter Driving Actions (promote car pool via Facebook; KwikFit event on car maintenance and safety; Safe Drive, Stay Alive theatre production; ask parents to park considerately around school)
- Public Transport (info sheet on good behaviour to all pupils at start of year; school trip coaches to use bus park, rather than leave it to drivers to choose where to stop; promote Citizen Card concessionary travel scheme)
- Cycling [*I quote this single initiative in full; mode shift to walking and cycling is one of the primary aims of the STARS scheme*]  
We will distribute information to students about the importance of cycling safety. This will be done via Form Tutors talking to students about it and then placing it in the form room. Students will also be advised that if they do cycle they may take one home with them.
- Walking [*comment as above*]  
The school runs school trips throughout the year which involves walking. We also run D of E awards which include hiking and orienteering.
- Curriculum: Road Safety will be included in PHSE lessons throughout the year.

There is provision for listing Completed Actions after this, but obviously this is blank at present.

*Other comments:*

1. *It seems to me that efforts to get Buckingham (and Maids Moreton & Gawcott, perhaps even Chackmore) pupils cycling to school are at best half-hearted but might be improved by providing safe, undercover, cycle parking. RLS used to have a standard open-fronted wooden bike shed but gave this up some 20 years ago. It was never secure (bikes were regularly vandalised) but it was roofed. CCTV surveillance might be necessary to identify/discourage vandals and thieves. This has also been raised by the Youth Council.*
2. *These pupils are supposed to be top-end bright and all are over 11; parents ought to be able to trust them to walk to school from anywhere in town without supervision or a lift. One of the aims of the Plan is to promote independence and responsibility. I see nothing about persuading pupils or parents of this, or any positive action (apart from asking them to park considerately) to induce parents to support it. (Windscreen stickers could be produced for parents in out-of-town areas not served by school buses; plus some sort of penalty imposed on any other vehicles around school premises). Promotion of walking seems to be limited to school trips; this is a School Travel Plan, there should be more positive action than that.*
3. *The document states that it is customary when hiring a coach for a school trip for the driver to choose where he picks up and returns to. Surely, if the school is*

*paying good money, they can dictate that the bus operates to and from school premises?*

- 4. If traffic is using the Chandos Road entrance in the main, why not surface Brookfield Lane and make it pedestrian/cycle use only? Then provide a safe pathway for the railway end of the site (their land goes right up to the Railway Walk/University car park fence) instead of having children share the access or use Dark Alley with the careless residents of Waglands Garden [not Road] zooming across them.*
- 5. On this evidence of lukewarm motivation towards the aims of the STARS scheme, I don't see RLS getting the kitemark to paste into their PR material any time soon.*

KM  
16/7/15

## AYLESBURY VALE DISTRICT COUNCIL

**Planning**

Please ask for: Mrs Susan Kitchen

Direct Line: 01296 585436

Switchboard: (01296) 585858

Email: [devcon@aylesburyvaledc.gov.uk](mailto:devcon@aylesburyvaledc.gov.uk)

Our Ref:

Your Ref:



10 July 2015

Dear Town/Parish Clerk

**Training seminar- planning**

I am writing to let you know that we are arranging a training seminar for all Town/Parish Councils in the District on planning matters which include the material considerations which are taken into account when commenting on planning applications so that you are aware of those issues to help guide you to make effective material planning comments, and any update on policy matters.

The seminar will be held on Thursday 17 September 2015 at 6.30pm in The Oculus, at our Gateway offices.

You are invited to send a representative of the Town/Parish Council along to this seminar. Please can you respond to Alice Fisher, Democratic Services Officer and let her know who will attend on the Town/Parish's behalf via e mail [afisher@aylesburyvaledc.gov.uk](mailto:afisher@aylesburyvaledc.gov.uk) or alternatively telephone 01296 585041.

Given the number of parish and town councils and the capacity at the Oculus there will be a restriction of 1 representative from each parish/town council initially. If you wish to send more than 1 person please indicate when you reply and we can let you know if more places are available once we know the number who have expressed an interest in attending.

Yours sincerely

Mrs Susan Kitchen  
Development Management Manager

# AYLESBURY VALE DISTRICT COUNCIL

## Building Control

Please ask for: Mrs Teresa Bull  
 Direct Line: 01296 585460  
 Switchboard: 01296 585858  
 Text Relay: prefix telephone number with 18001  
 Email: [bcontrol@aylesburyvaledc.gov.uk](mailto:bcontrol@aylesburyvaledc.gov.uk)

Our Ref: 15/00081/NEWDEV  
 Your Ref:

17 July 2015



Chris Wayman  
 Clerk to Buckingham Town Council  
 Room 32, The Buckingham Centre  
 Verney Close  
 Buckingham  
 MK18 1JP

### Street Naming & Numbering Public Health Act 1925 Sections 17, 18 & 19

Dear Chris

#### Six dwellings on land to the rear of Station Terrace, Buckingham

I have received an application for the provision of postal addresses for the above mentioned site. This development will require a new street name and so I invite your Council's suggestions for a suitable name. I enclose a plan which shows the area concerned. Please reply within one calendar month of receipt of this letter.

I have sent a similar request to the developers and, to avoid conflict would your Council please liaise with them to find a mutually acceptable name. The developers contact details are listed on the bottom of this letter.

If you require any further help, please do not hesitate to contact me.

Yours sincerely

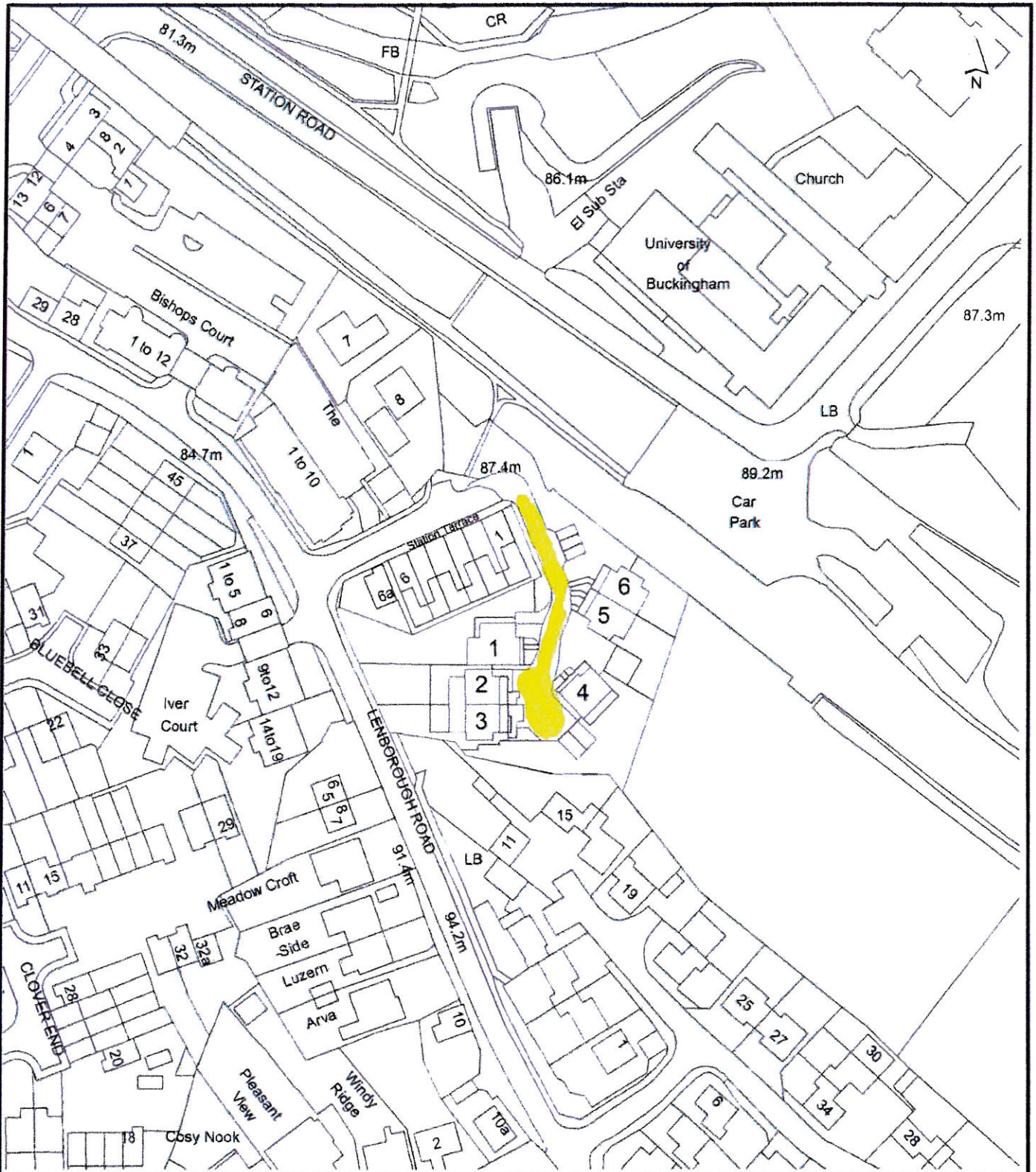
*T Bull*

Mrs Teresa Bull  
 Street Naming & Numbering Officer

C.C. Cllr R Stuchbury & Cllr H Mordue

#### Developer

Stellco Homes  
 Angelo Baccarella, 76 Barford Road, Blunham, MK44 3ND  
 Email: [mail@stellco.co.uk](mailto:mail@stellco.co.uk)  
 Tel: 01767 641242



**PROJECT: STREET NAMING & NUMBERING - POSTAL NUMBERS**

**TITLE:-** Six dwellings on land to the rear of Station Terrace, Buckingham

Plot numbers match postal numbers

OS Ref : SP6933

15/00081/NEWDEV

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 AVDC LICENCE - No 100019797 2015

Scale 1/1250 Date 13/07/2015 Drawn by IRC

Derived from the 1:2500 O.S. MasterMap  
 NB - Further detail has been added to this Ordnance Survey Map from sources held by A.V.D.C.  
 No guarantee can be given as to the accuracy of this additional information.

**DRG No: SN4282**



**AYLESBURY VALE  
 DISTRICT COUNCIL**

Building Control  
 The Gateway  
 Galehouse Road  
 Aylesbury  
 HP19 9FF

Tel: 01296 385460  
 Email: [bccontrol@aylesburyvale.gov.uk](mailto:bccontrol@aylesburyvale.gov.uk)

Agenda 12.2  
 Planning Meeting 27/7/15

Land behind Station Terrace – Street name suggestions received

Beeching	AM	Beeching Hollow	RS				
Buffers	MS						
Coal	PH						
Denny	IO	CSC					
Gravel	MC	CSC	LO				
Lenborough Springs	RS						
Lost Connection	RS						
Lost Trees	RS	(actual suggestion Wildlife Lost, due to the tree-felling)					
Old Station View	RS						
Parker	RS						
Permanent Way	PH						
Railway View	RS						
Shunters	MS						
Sidings	JH	PH	DRI	LO	Royal Sidings		RS
Stone	LO						
The Brambles	RS						
The Pits	JH						
University View	RS						
Wheeltappers	MS						



# AYLESBURY VALE DISTRICT COUNCIL

## Building Control

Please ask for: Mrs Teresa Bull  
 Direct Line: 01296 585460  
 Switchboard: 01296 585858  
 Text Relay: prefix telephone number with 18001  
 Email: [bcontrol@aylesburyvaledc.gov.uk](mailto:bcontrol@aylesburyvaledc.gov.uk)  
 Our Ref: 15/00053/NEWDEV  
 Your Ref:



## PUBLIC HEALTH ACT 1925, SECTION 18 NAMING OF STREETS

**NOTICE IS HEREBY GIVEN** that the Aylesbury Vale District Council as the Authority for the purposes of Section 18 of the Public Health Act 1925 intend to make an order thereunder with reference to the streets described in the Schedule hereto assigning the names

**FOUNDRY DRIVE, TENOR CLOSE, TREBLE CLOSE and NEWCOMBE CRESCENT** to the said address.

The said order will be made on or after the 10 day of August 2015. If you are aggrieved by the intended order, you may appeal to the Magistrates Court within 21 days of the date given below.

Dated the 10 day of July 2015.

### SCHEDULE

All that streets shown coloured on the plan annexed hereto in the Town of Buckingham.

Building Control & Access Manager

**If you wish to discuss any aspect of this notice please contact Mrs Bull on the above number.**

If you wish to lodge an objection to the proposed name please register your objection with Aylesbury Magistrates Court. They can be contacted by telephone on 01296 554307 or by post to: Legal Team Manager, Aylesbury Magistrates Court, Walton Street, Aylesbury, HP21 7QZ. Lodging an objection with Aylesbury Magistrates Court costs approximately £200. The Court would, no doubt, expect any objectors to appear and put their case before reaching a decision on the street name.

**This notice and any associated map can be removed on or after the 10 August 2015.**

The Gateway Gatehouse Road Aylesbury Bucks HP19 8FF  
 DX 4130 Aylesbury 1  
[www.aylesburyvaledc.gov.uk](http://www.aylesburyvaledc.gov.uk)





**PROJECT : STREET NAMING & NUMBERING - POSTAL NUMBERS**

TITLE:- 86 dwellings at former Tingewick Road Industrial Estate, Tingewick Road, Buckingham



OS Ref : SP6933  
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 AVCC LICENCE - No 100819/07 2015  
 Download from the 1:2500 O.S. MasterMap  
 H.B. - Further detail has been added to this Ordnance Survey Map from sources held by A. V.D.C.  
 No guarantee can be given as to the accuracy of this additional information.

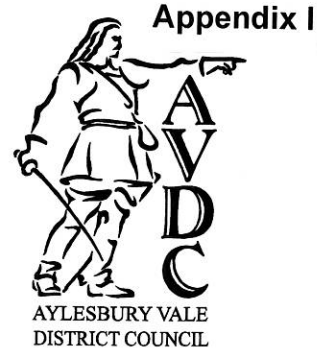
15/00053/NEWDEV  
 Scale : 1/750  
 Date : 06/05/2015  
 Drawn by : IRC  
 DRG No: SN4263

15/00053/NEWDEV

# AYLESBURY VALE DISTRICT COUNCIL

## Community Spaces

Please ask for: Mr Joe Houston  
Direct Line: 01296 585173  
Switchboard: 01296 585858  
Text Relay: prefix telephone number with 18001  
Email: [jhouston@aylesburyvaledc.gov.uk](mailto:jhouston@aylesburyvaledc.gov.uk)  
Our Ref: Z\Planning\Town&Parish\S106projects\Buckingham  
Your Ref:



13 July 2015

### CONFIRMATION OF SECTION 106 MONIES RECEIVED

Dear Chris

In relation to planning application 14/02685/APP and the development at Station Terrace, Buckingham, I can confirm that we are now in receipt of the sum of £29,547 section 106 funding which is to be spent on 'local sport and leisure facilities determined by the Council in accordance with community needs as identified in the SPG' within the Parish/Town or Parish/Town cluster within the next 10 years.

The requirement on the Developer to make this payment towards off-site sport and leisure facilities was included within a section 106 agreement between the Developer and the Council as it was considered necessary to make the development acceptable in planning terms; that it directly related to the development and that it was fairly and reasonably related in scale and kind to the development.

Under the terms of the section 106 agreement, the Council are required to ensure that the payment is spent in accordance with the Supplementary Planning Guidance "Sport and Leisure Facilities" (August 2004) ("the SPG") and, if the money is not so spent within a period of ten years on those purposes, the Council has to repay the money to the Developer. It is for this reason that the Council must ensure that the money is spent in accordance with the terms of the SPG and why the Council has the following procedures in place for this purpose.

Suitable projects will look to address any additional leisure needs that have arisen from this development or any identified deficiencies of leisure provision within the parish cluster or community area as per our PPG17 Leisure Audit. Payments can not normally be used to cover the cost of maintenance or non-sport & leisure facilities, even where that would be a laudable project much sought after by the community. If you wanted to have an initial discussion about whether a project is likely to be acceptable for financial support from S106 money please contact me.

Please could you confirm the project you have identified by completing and returning the S106 authorisation form to me, preferably via email. Once we have secured agreement from the appropriate District Council Members, the Cabinet Member for Leisure and the Planning Department, we will confirm this to you and then your project may proceed. Works cannot take place without our approval of the scheme.

In order for you to receive payment you will need to send us evidence of expenditure, e.g. copies of invoices. A site inspection will then be carried out by the relevant AVDC officer or an independent inspector to confirm that the funds have been spent on the identified projects.

We will then arrange for the release of the section 106 monies to the Parish/Town Council or relevant body who has carried out the work on behalf of the Parish/Town Council. We cannot

Community Spaces

18 Pembroke Road, Aylesbury, Bucks. HP20 1DG  
[www.aylesburyvaledc.gov.uk](http://www.aylesburyvaledc.gov.uk)



make payments directly to builders or contractors. Payments will be made by BACS transfer.

I look forward to receiving information regarding projects on which these Section 106 monies could be spent. Please feel free to contact me if you have any queries relating to this matter.

Yours sincerely,

Joe Houston  
Senior Community Spaces Officer