



BUCKINGHAM TOWN COUNCIL

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Town Clerk: Mr. C. P. Wayman

Wednesday, 28 June 2017

Councillor,

You are summoned to a meeting of the Planning Committee of Buckingham Town Council to be held on **Monday 3rd July 2017 at 7pm** 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 3.f, which will last for a maximum of 15 minutes, and time for examination of the plans by Members.

AGENDA

1. **Apologies for Absence**
Members are asked to receive apologies from Members.
2. **Declarations of Interest**
To receive declarations of any personal or prejudicial interest under consideration on this agenda in accordance with the Localism Act 2011 Sections 26-34 & Schedule 4.
3. **Minutes**
To receive the minutes of the Planning Committee Meeting held on Monday 5th June 2017 ratified at the Full Council meeting held on 26th June 2017. **Copy previously circulated**
4. **Buckingham Neighbourhood Plan/Vale of Aylesbury Plan**
To receive any update from the Town Clerk.
5. **Action Reports**
 - 5.1 To receive action reports as per the attached list. **Appendix A**
 - 5.2 (954/06) Response from BCC re Cycleway **Appendix B**
 - 5.3 (982/16) Cllr Stuchbury's motion: Minutes of AVDC meeting **Appendix C**
 - 5.4 (982/16) Response from Olney Town Clerk: "Whenever a planning application is submitted that will require a S106 agreement, we are consulted on what is to be included, and given the opportunity to comment and suggest alternatives. It seems to work well here in Milton Keynes." He included the MKC Draft Protocol, which is attached for your information. **Appendix D**

Buckingham



Twinned with Mouvaux, France

Response from Brackley Town Clerk: "For the Major Applications in our area, we have a seat at the table and are signatories to the agreement. We have used a firm of London Solicitors to represent us, with the developers meeting their costs. On the largest site (100 houses) the developers are also meeting the cost of surveyors to represent us on the installation/landscaping of a new park, and on the building of a Community Hall."

6. Planning Applications

For Member's information the next scheduled Development Management Committee meetings are **Friday** 21st July 2017 and **Thursday** 10th August, with SDMC meetings on **Thursday** 20th July and **Wednesday** 9th August 2017.

To consider planning applications received from AVDC and other applications

1. 17/01968/APP The Villas, Stratford Road, MK18 1NY
In fill development between existing dwellings and above existing parking to provide new one bed apartment
Davis
2. 17/01978/APP 1 Lace Lane, MK18 7RD
Change of use from residential to Class D1 (day nursery)
Yeoman
3. 17/01985/APP National Westminster Bank, Market Hill, MK18 1JS [*not 1JX as AVDC website*]
Remove existing NatWest signage brand signage, ATM and night safe. Infill existing ATM and Night Safe apertures with new stainless steel blanking plate
Royal Bank of Scotland plc.
4. 17/02091/APP 1 Balwen, MK18 1FE
Single storey rear extension
McGahan
5. 17/02103/APP 32 Moorhen Way, MK18 1GN
Extension to front porch
Jackson
6. 17/02112/AOP Land at Lace Hill [*Employment site*]
Outline application with access, appearance, layout and scale to be considered for the erection of a health centre
Montpelier Estates Ltd.

A briefing note is attached

PL/10/17

7. 17/02178/APP 131 Needlepin Way, MK18 7RA
New first floor window to side elevation
Beni
8. 17/02206/APP 20 Hubbard Close, MK18 1YS
Two storey side and single storey front extensions
Mathews

The following two applications may be considered together:

9. 17/02220/APP Wipac Group, London Road, MK18 1BH
Proposed Storage/Warehouse facility to the rear of the existing building

10. 17/02323/APP 2 storey extension to existing offices and factory with associated external works to the existing car park

Wipac Group

For Members' information, Wipac outlined their proposals at Interim on 20th February 2017 (min.786/16) under the usual 'without prejudice' condition

11. 17/02256/AAD S. H. Harrold Ltd, 3 Bridge Street, MK18 1EL
Illuminated fascia sign (retrospective)
Lucas

12. 17/02266/ALB 4 Nelson Street, MK18 1BU
Removal of cement render, restore underlying brickwork and replace with breathable lime render
Battle

13. 17/02354/APP Land adj. Verdun, Western Avenue, MK18 1LS
Erection of 4 dwellings and associated external works
Staden

The following **Minor Amendments** have been received, for information only:

14. 17/01428/APP 4 Honeycomb Way, MK18 7RL
Two storey rear extension and loft conversion with dormer
Purohit

Members responded (15th May): Oppose & Attend

Members expressed concern that the very large second-floor balcony on the rear of a building on a corner plot would overlook neighbouring gardens both to the rear and to each side, and the two storey extension beneath it added considerable bulk to a mid-terrace property. The Clerk had asked the nature of the 'customers' mentioned in the D&A Statement, but no response from the officer had yet been received. Parking for the property appeared to be a car port (omitted from the ground-floor plan) with drive parking for one vehicle in front of it, and guidelines indicated space for three within the curtilage for a four-bedroom dwelling. The adjoining dwelling to the south, on the corner of Honeycomb Way and Needlepin Way (the spine road for the estate), had no parking of its own and there was little space to accommodate extra vehicles.

Members opposed on the grounds of overdevelopment of the plot, overlooking of neighbours, parking provision. Some indication of the traffic volume to be expected from the 'customers' should also have been provided.

The applicant has supplied a parking layout, showing that three cars can be parked in the carport; and has reduced the large loft-level balcony to a Juliette-style ornamental railing to a french window.

15. 16/02641/APP Hamilton Precision Ltd, 10 Tingewick Road, MK18 1EE
Demolition of existing Class B2 warehouse and construction of 50 residential units with access and parking
Taylor French Developments & Hightown Housing Association

Amended items: Revised Design & Access Statement and updated Design Evolution.

These were advised the day after notice of the SDMC meeting was received and consequently are not displayed for Members' information, as they were included in AVDC's consideration of their decision.

"Not for consultation"

16. 17/02010/ATP Land between Brookfield Lane and Chandos Road
[Works to trees] reason for work is to prepare the site for development and to open up the landscape to improve the amenity space and future landscaping
Gaddesdon [W.E.Black]

7. Planning Decisions

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

		BTC response	Officer recommⁿ.
Approved			
16/00917/APP Old Police Station	Conv. Police station into 5 flats	Oppose & attend*	-
16/01850/APP University, Hunter St.	Vinson Building	Oppose & attend,	
	<i>changed to Support following amendments</i>		
16/03373//AAD The Kings Head PH	Retention of new signage to pub	No comment	-
17/00672/APP 8 Martin Close	Single storey rear extension	No objections	-
17/00999/APP 9 Cornwall Centre	Ch/use florist → café	No objections	-
17/01373/ALB 6 Bourton Rd.	Minor amendments to 16/02361/ALB	Oppose & attend**	

* Parallel application 16/00918/ALB was approved in August 2016

**Members' response was "Members agreed to oppose pending the HBO's judgement on the revisions; if the HBO was satisfied and there were no further concerns, then Members would be minded to change their response to No Objections." The HBO was satisfied, but we were not advised so a formal change of response has not been recorded.

Refused

17/00693/AOP Behind 10 Market Sq.	Erection of 5 dwellings	No objections	-
	<i>[Refusal dated 9th May but not available on the website until 20th June]</i>		

Withdrawn

17/00703/ATP 6 Watchcroft Drive	Works to T395 Oak	Oppose	
	<i>[actually land to rear of 7 Pitchford Avenue]</i>		

8. Development Management Committee

8.1 Strategic Development Management (7th & 28th June 2017)
 Notes on the 7th June meeting are appended; Min 116.1/17 refers.
 Cllrs. Cole and Harvey will report verbally on 28th June meeting.

PL/11/17

8.2 Development Management (29th June 2017) *No Buckingham applications*

9. Enforcement

9.1 To receive the May update – Buckingham cases only
 9.2 To report any new breaches

Appendix E

10. Lace Hill Employment/Health site

As all the expected applications have been received, Members are asked whether this standing item can be removed from future agendas.

11. Transport

11.1 To report any damaged superfluous and redundant signage in the town.
 11.2 To receive for information the report on the Freight Strategy Workshop held on 13th February and attended by Cllrs. Hirons and Smith.

Appendix F

12. Access

To report any access-related issues.

13. Correspondence

13.1 To receive and discuss a proposal from Mr. Hudson, Head Teacher of the Royal Latin School, on a means of alleviating pupil parking on Chandos Road. A copy of the decision sheet for their (refused) application 12/00081/APP is included for information. **Appendix G**

14. News releases

15. Chairman's items for information

16. Date of the next meeting: Monday 24th July 2017 following the Interim Council meeting.

To Planning Committee:

Cllr. Ms. J. Bates

Cllr. M. Cole (Chairman)

Cllr. J. Harvey

Cllr. P. Hirons (Vice Chairman)

Cllr. D. Isham

Cllr. A. Mahi

Cllr. Mrs. L. O'Donoghue

Cllr. M. Smith

Cllr. Mrs. C. Strain-Clark

Cllr. R. Stuchbury

Cllr. M. Try

Mrs. C. Cumming (co-opted member)

ACTION LIST

Appendix A

Min. 101, 102 & 114/17	Planning Responses posted on AVDC website: 8/6/17	Min. 47/17	News release 1. Grand Junction Care Home 2. Clarence Park trees	Date of appearance 9/6/17
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Subject	Minute	Form	Rating √ = done	Response received
AVDC				
2. IT problems	660.3 and others	Rejection of request-to-speak; non-communication of new/amended applications and decisions on tracked applications.	√	22/3/17 Cllr. Paternoster looking into points raised
3. Enforcement concerns	976/16	Lack of investigation, losing revenue	√	
BCC:				
2 Bridge St	586.2	Response re actual parking available	√	Thank you for your email. I will have this look at and will send you a response as soon as I am able. Cllr. Mark Shaw 16/3/17
Street lighting	664.1	Request details of savings made by removal/turning off	√	I was not involved in the energy side of the street light switch off scheme and any officers who were have now left Transport for Bucks, as this was a small part of the switch off scheme I will need to locate the calculations based on this location. I will look into this next week as I am now on leave until Monday and forward to you. Stuart Labross 16/3/17
Local Infrastr. List	710	Respond with list as agreed	√	
CIL	796	Letter as minuted	√	
Cotton End steps	865/16	Incorrect drawings supplied	√	Quotation agreed; funding bid made. Decision awaited.
Cycle path	984/16	Signage as minuted Write to appropriate parishes re Community Spring Clean Article for Newsletter	√	Response from BCC Agenda 5.2
Addington Road traffic	118/17	Check on progress	To do	

Subject	Minute	Form	Rating √ = done	Response received
calming Parking on pavements	119/17	Ask for BCC views as minuted	To do	
Bernardine's Way	664.2	Report signs	√	
HS2 transport routes	706	Respond to consultation	√	
East-West Expressway	803.1	Write to Bicester TC as minuted	√	
Access	805.2	Cllr. Strain-Clark to liaise with Access 4 All over A- board obstructions		
Lace Hill medical centre	942.1	Write to developers & doctors as minuted	To do	
E-W Rail	983/16	Arrange meeting	To do	
Accessible banking	947	Respond per minute	√	
S106 motion	950 976/16	Letter as minuted to Barclays and Santander	√	
VALP	982/16	Send copy to NBPPC & neighbouring councils	√	See agenda 5.3 & 5.4
AVALC	35/17	Town Clerk to write as minuted	To do	
Clarence Park riverbank	46.1/17	Compile additional data as requested	To do	
Costa	46.2/17	Letter of support as minuted	To do	
Franciscan Building, Verney Park	115/17	Letter to DMC	To do	
	121/17	Check University's proposals, and consider for Listing	√	Future use by Law School assured for at least next three years due to lack of alternative accommodation. Only the chapel would be worth listing, the remainder has been too much altered over the years. The University took over the boarding school in 1977/78 and used it as a student residence, and it could well revert to that.

Subject	Minute	Form	Rating √ = done	Response received
Enforcement reports and queries				
13 High Street	795.3/15 664.2	New signage & lighting Chase response (done regularly)	√	P Dales: 12/5/17. 13 High Street, Buckingham: we had in the past met with the owner to secure the removal of the signs. Whilst this had not materialised we had been aware that its ownership may change and had hoped that the new owner may be have their own plans and/or may be receptive. However, this has not materialised and so I have asked our consultant enforcement officer Will Holloway to take on the case and we will keep you informed of progress.
Enforcement attitudes	976/16	Check with neighbouring Councils whether their LPA is pro-active	√	
Police Station wall	117.2	Report damage	√	Case file opened 17/002226/CON3 see Agenda 9.1
2 Hubbard Close	117.2	Report large structure	√	Case file opened 17/00279/CON3 (email notification)

Cabinet Member
Transportation

Buckinghamshire County Council

County Hall, Walton Street
Aylesbury, Buckinghamshire HP20 1UA

Mark Shaw

Telephone 01296 382691
markshaw@buckscc.gov.uk
www.buckscc.gov.uk

Buckingham Town Council
Town Council Offices
Buckingham Centre
Verney Close
Buckingham
MK18 1JP

Date: 6th June 2017
Ref: MS/TMS/40039956

Dear Mr Wayman,

Buckingham – Winslow cycle way

Thank you for your letter dated 2nd May. I apologise for the delay in responding but the Project Manager for the cycle way has been on leave and I felt his input would be important.

I can confirm that the three cycle loops that were installed along the 9 km cycle way have shown an increase in use each month, see table below.

Location	Month	Average count			
		Nov - Dec	Dec - Jan	Jan - Feb	Feb - March
Padbury	6	50	62	73	110
Adstock	28	36	40	70	86
Winslow	N/A	N/A	N/A	136	131

We feel that there are adequate shared use pedal cycle / pedestrians signs along the route, these have been situated at junctions, Rights of Way entrance points onto the cycle way and periodically along the route at approx. 500 meter intervals.

The Buckingham to Winslow cycle way is mainly a rural route, with numerous field entrances, therefore it is inevitable that tractors will deposit debris when crossing the cycle way. If Transport for Buckinghamshire are made aware of any excessive debris they will take necessary action to remove the debris, including initial discussion with the land owner. In addition, sweeping of roads and footways/cycle ways is a District Council function and I am aware that the District Council has already used a hand blower along the whole length of the new cycle way in February to remove hedge cuttings and other debris.



As you know, the county council is keen to work with communities where they are seeking to have a level of service that cannot be wholly afforded by the council, to that end I am very supportive of the Mayor Harvey's suggestion and would be happy to discuss it further should the initial suggestion find local support.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Mark Shaw', with a long horizontal flourish extending to the right.

Cllr Mark Shaw
Cabinet Member for Transportation

AVDC meeting 17/5/17

Ref BTC Min.982/16

9. New Notice of Motion: Section 106 Agreements  PDF 17 KB**Minutes:**

The following had been submitted by Councillor Stuchbury and seconded by Councillor Bateman:-

““There have been occasions in the past when Town and Parish Councils have been involved early on in Section 106 negotiations and decision making processes to the benefit of local communities. There have been many more instances where early involvement in Section 106 negotiations would have been beneficial. Therefore, it is proposed that Aylesbury Vale District Council agree to commission a report to look at how best in the future all Town and Parish Councils can be involved meaningfully in the development of Section 106 arrangements”.

In accordance with Council Procedure Rules, the Chairman had agreed that the Motion should be dealt with at the meeting.

Councillor Stuchbury explained briefly the rationale behind the Motion after which it was opened up to debate.

An amendment to the motion was then proposed by Councillor Mrs Paternoster and seconded by Councillor Poll, as follows:-

“This Council recognises that AVDC already involves Parish and Town Councils in the meaningful development of Section 106 arrangements in the following ways:-

9 June 2015 – AVDC wrote to all Parish and Town Councils advising them to identify suitable projects for s106 sport and leisure contributions.

AVDC’s s106 Officer notifies Parish Clerks as soon as a planning application is received and requests appropriate projects to which eventual s106 funding can be assigned.

AVDC’s s106 Officer helps Parish and Town Councils determine which projects are acceptable.

AVDC’s s106 Officer is working with AVALC to see how s106 can work better for Parishes.

This Council will continue to work with Parish and Town Councils to obtain the best possible use of s106 funds for the benefit of communities within the Vale.”

The amendment was then opened up to debate. At the conclusion of the debate, 5 Members present requested a recorded vote on the amendment after which it was declared to be CARRIED.

Voting for and against was as follows:-

FOR: Councillors J Blake, N Blake, Bloom, Bond, Bowles, Brandis, B Chapple, S Chapple, Chilver, A Cole, S Cole, Everitt, Fealey, Foster, Glover, Hawket, Hewson, Jenkins, King, Macpherson, Mills, Moore, Mordue, Newcombe, Paternoster, Poll, Powell, Rand, Renshell, Russel, Sims, Stanier, Strachan, Town, Ward, Whyte and Winn.

AGAINST: Councillors B Adams, C Adams, Bateman, Christensen, Harrison, Hunter-Watts, Hussain, Khan, Lambert, Monger, Morgan, Smith and Stuchbury.

ABSTENTIONS: There were none.

The amendment was then put to the meeting as the substantive motion and was declared to be CARRIED.

Planning Obligations Protocol – draft for consultation

Roles of Milton Keynes Council, Ward Councillors and local town and parish councils

Introduction

Milton Keynes Council will continue to use “planning obligations” to ensure developers fund and deliver local improvements that are needed as a direct result of new development in local areas.

Planning obligations are negotiated and agreed in legal “Section 106 Agreements” between planning applicants and Milton Keynes Council which is the Local Planning Authority for the Borough.

Ward councillors and local town and parish councils have an important role to play in informing the negotiation of new Section 106 Agreements and in many cases helping to implement the agreements in their local areas.

The Council recognises that it can improve how it communicates and engages with ward councillors and local town and parish councils when these agreements are negotiated and implemented. This document is a draft of a protocol that when finalised will show how ward councillors and local town and parish councils can inform and influence decisions relating to planning obligations in their areas. The document will be consulted upon widely and the final version will be put before Milton Keynes Council’s Cabinet for approval around the end of the year. The council will also offer to meet each town and parish council to discuss planning obligations within the first 6-12 months of the protocol being in place.

What are planning obligations and Section 106 Agreements?

New development can bring significant benefits to local communities, including new homes, jobs and other amenities. However, there are often impacts on the local area as a result of development, for example more people using local facilities such as parks, roads and leisure centres. These impacts can be addressed through ‘planning obligations’, which are commitments, made by the person with an interest in the land and formalised by a legal agreement with the local planning authority under the Town and Country Planning Act 1990. The legal agreement is known as a ‘Section 106 Agreement’ and forms part of a planning approval. The planning obligations may be to undertake works, to make financial or in-kind contributions or to provide affordable housing.

Legislation says that a planning obligation can only be used if:

- it is relevant to planning and is directly related to the proposed development;
- it would make the proposed development acceptable in planning terms;
- planning conditions or other procedures cannot achieve this.

Therefore, a planning obligation should represent a benefit for the land and/or the locality. Applicants will not be asked to solve existing problems, although they may be asked to contribute towards resolving an existing problem if the proposed development would make things worse. The Section 106 Agreement specifies when payments or in kind

contributions will be made. The triggers vary between developments and often relate to the commencement date or specific occupancy rates. In some circumstances, the Council may require the developer to undertake work themselves to an adopted highway and this is generally undertaken through a separate mechanism known as a Section 278 Agreement (of the Highway Act 1980.)

The Council has a suite of adopted Planning Obligations Supplementary Planning Documents (SPDs) or Guidance (SPGs) which explain the current approach to planning obligations. They aim to clarify the types of planning obligations that may be sought and the methodology and thresholds for calculating the amount of these obligations.

The protocol

Review of Planning Obligations Supplementary Planning Document(s)

Milton Keynes Council will:

- keep under review the need to update Planning Obligation SPDs
- subject to a formal decision, undertake formal consultation with ward councillors and town and parish councils on updated draft documents in line with the Parish Protocol and Statement of Community Involvement
- provide a summary of consultation responses
- Subject to a formal decision, adopt Planning Obligation SPDs

Ward councillors and town and parish councils are asked to respond in writing to the consultation within the required timeframe. A nil response is assumed if no reply is received by the closing date for the consultation.

Note: Milton Keynes Council is expecting to commence consultation on updated draft Planning Obligations SPDs in 2014 and to adopt final documents before April 2015.

Negotiation of new Section 106 Agreements

Milton Keynes Council will:

- inform relevant ward councillors and town and parish council(s) that a planning application likely to require a Section 106 Agreement has been submitted to Milton Keynes Council
- consult the relevant ward councillors and town and parish council(s) on the matters a Section 106 Agreement may need to address at the earliest opportunity
- report the views of the ward councillors and town and parish council(s) to the relevant decision making body (most likely to be Milton Keynes Council's Development Control Committee)
- communicate the decisions of Development Control Committee to the relevant ward councillors and town and parish councils and keep them informed during the preparation of the Section 106 Agreement

Ward councillors and town and parish councils are asked to respond in writing to the consultation within the required timeframe. A nil response is assumed if no reply is received by the closing date for the consultation.

Variations to existing Section 106 Agreements

Milton Keynes Council will:

- inform relevant ward councillors and town and parish council(s) that Milton Keynes Council has received a formal request to vary an existing Section 106 Agreement
- consult the relevant ward councillors and town and parish council(s) on the proposed variation to a Section 106 Agreement at the earliest opportunity
- report the views of the ward councillors and town and parish council(s) to the relevant decision making body (most likely to be the Milton Keynes Council's Development Control Committee)
- communicate the decisions of Development Control Committee to the relevant ward councillors and town and parish councils and keep them informed during the preparation of the variation to the Section 106 Agreement

Ward councillors and town and parish councils are asked to respond in writing to the consultation within the required timeframe. A nil response is assumed if no reply is received by the closing date for the consultation.

Monitoring Section 106 Agreements

Milton Keynes Council will:

- provide a regular summary of the Section 106 Agreements for each ward, town and parish council area to include the planning obligations, trigger points, and any specific financial allocations to the parish or town council

Ward councillors and town and parish councils are asked to inform Milton Keynes Council if they have observed any of the developments listed in the summary for their area commencing building works.

Allocating Section 106 money

Where there are competing local claims on specific Section 106 obligations after the Section 106 Agreement has been signed (e.g. alternative local projects are put forward to spend Section 106 money) Milton Keynes Council will:

- consult with the relevant ward councillors and town and parish councils on the best use of the monies
- seek to broker a consensual approach to the application of the available funding or, if relevant, advise on the most appropriate use as determined by the legal agreement
- in the case of a failure to reach an agreement report the views of the ward councillors and town and parish council(s) to the relevant decision making body (most likely to be the Milton Keynes Council's Development Control Committee.)

Ward councillors and town and parish councils are asked to respond in writing to the consultation within the required timeframe. A nil response is assumed if no reply is received by the closing date for the consultation.

Where it is considered appropriate by Milton Keynes Council to devolve the delivery of a specific planning obligation to the relevant town or parish council, Milton Keynes Council will:

- consult with the relevant local town or parish council on who is best placed to spend the Section 106 money in order to discharge the obligation
- where the parish and town council is to be allocated Section 106 money then the Council will provide a Funding Agreement to be signed by the Council and relevant parish and town council

Town and parish councils will be required to ensure that they have appropriate governance arrangements in place and to sign a Funding Agreement before Section 106 money is allocated.

General communications

Milton Keynes Council will:

- provide an electronic quarterly update on planning obligations generally, which may include information on income, monies held, expenditure and case studies.
- maintain dedicated pages relating to planning obligations on the Milton Keynes Council website, including links to all Section 106 Agreements, financial summaries, and Frequently Asked Questions
- maintain a dedicated email address for all planning obligations related enquiries
- respond to all enquiries within the timescales set out in the Council's "standards for handling and responding to enquiries" document

Ward councillors and town and parish councils are asked to use the dedicated planning obligations email address for planning obligation related enquiries.

Contact

For further information please contact the Planning Obligations team at:

E planning.obligations@milton-keynes.gov.uk

T 01908 691691

Or alternatively write to:

Planning Obligations Team
Milton Keynes Council
Saxon Court Offices
Central Milton Keynes
MK9 3HS

BUCKINGHAM TOWN COUNCIL

PLANNING COMMITTEE

MONDAY 3rd JULY 2017

Agenda Item no. 6.6

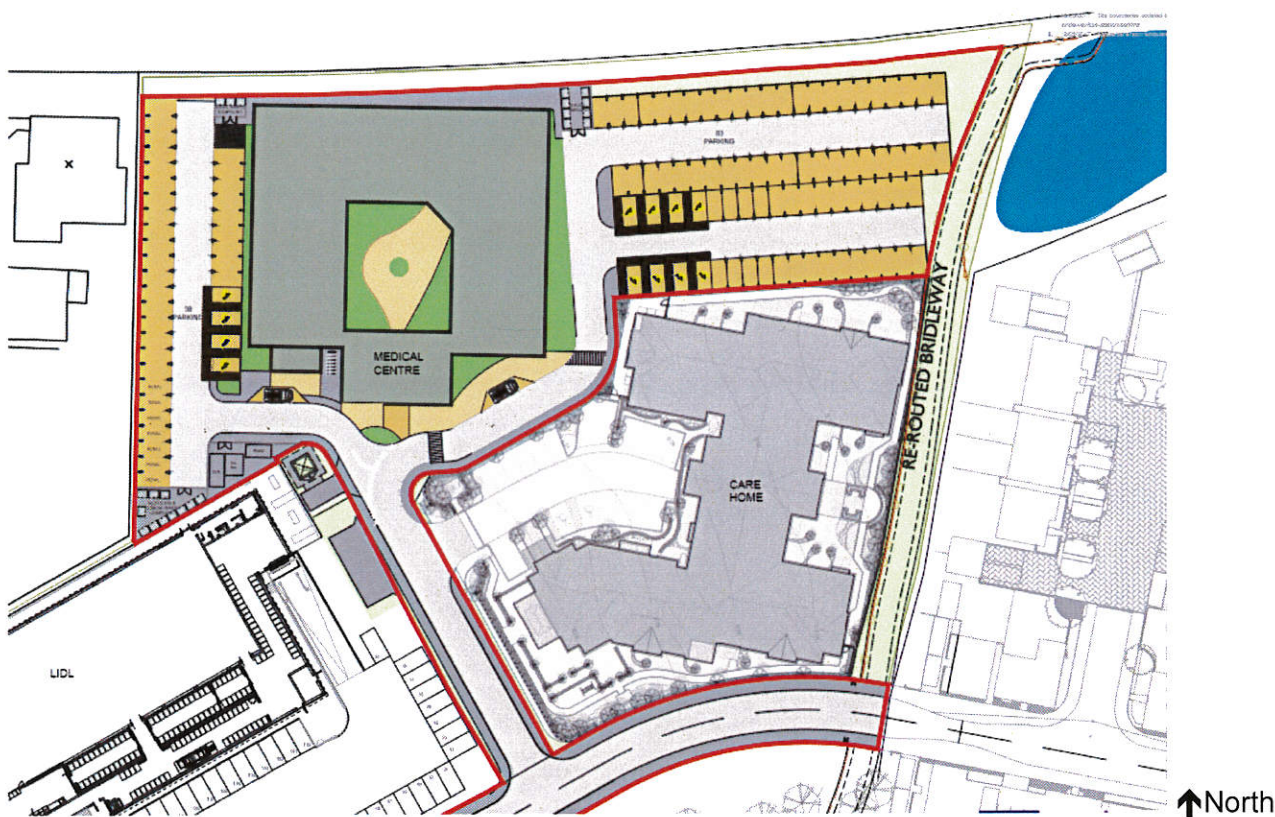
Contact Officer: Mrs K. McElligott
01280 816426

17/02112/AOP

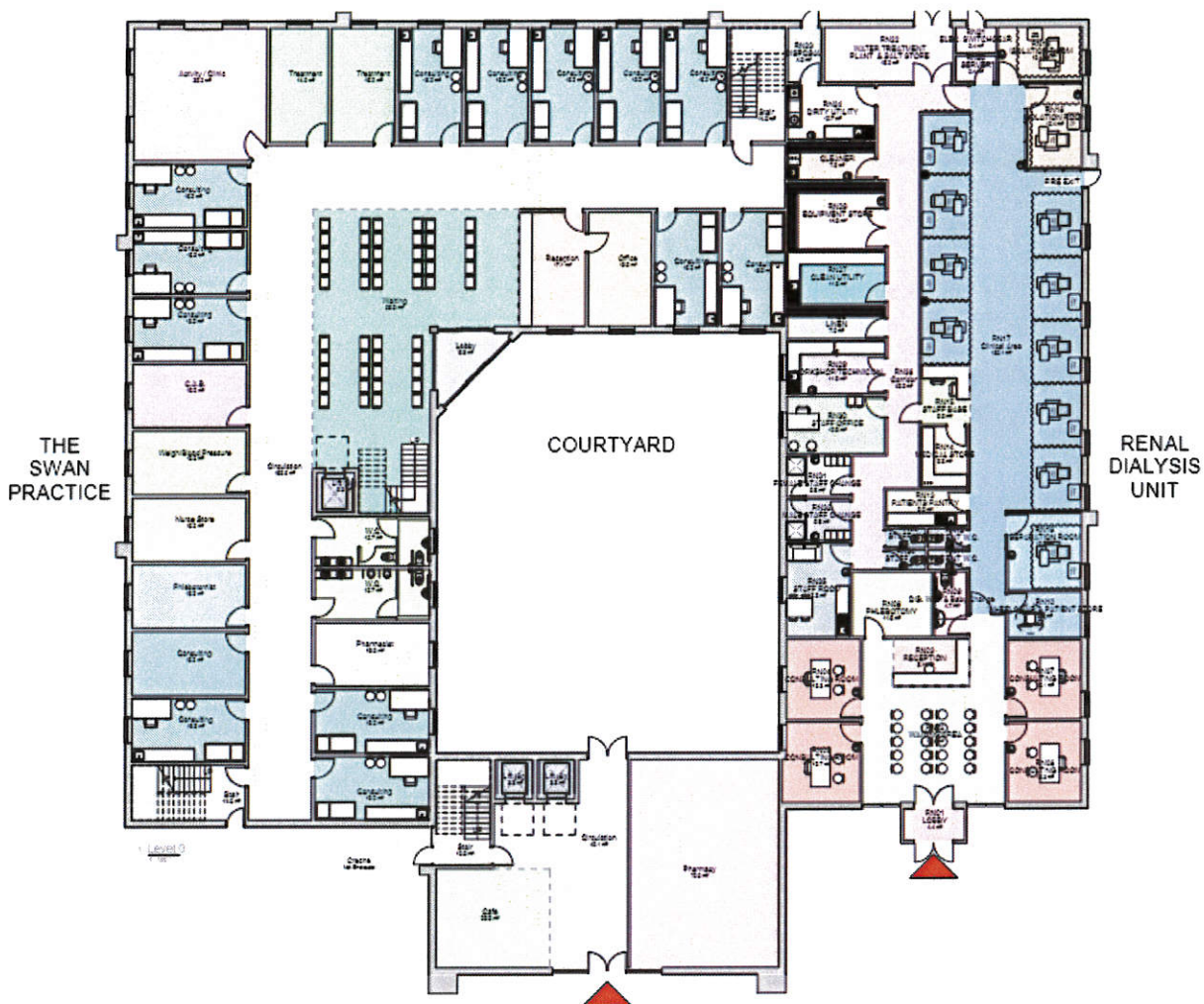
Land at Lace Hill

Outline application with access, appearance, layout and scale to be considered for the erection of a health centre

Montpelier Estates



Front



Ground Floor

The following documents are available on the website:

Drawings:

Location Plan

Site Plan

Elevations (1) – front (facing towards Needlepin Way) and rear (facing towards the bypass)

Elevations (2) – sides 1 (facing towards the Shell station and Lidl) & 2 (towards the housing and care home)

Ground floor layout

First Floor Layout

Second Floor layout

Documents and related drawings:

Archaeological Report (2010)

Drainage Strategy and drawing (Feb. 2016)

Drainage Statement (updated to Jan 2017)

Ecological Appraisal (Nov 2016)

Geo-Environmental Assessment (in 5 parts) (April 2017)

Transport Statement (May 2017)

There is no Design & Access Statement (at 19/6/17)

Description

The medical centre is approximately square with a large central courtyard and two entrances – one for the main building and one for the Renal Unit. There is a discrepancy between the Site/Location Plans and the elevations/floor layouts, in that the former show the Renal Unit, with its separate entrance and dedicated parking and service areas to be on the west of the square, and the floor plans show the Unit to be on the east. The entrance to the GP unit is a diagonal cut across a corner of the courtyard, and this is shown on the site & location plans (with the connecting path across the courtyard (lawned or planted is not stated) as being on the east, whereas the floor plans show it on the west.

The building is flat-roofed and the elevations show some relief in the form of buttresses and recesses and colour, echoing the Premier Inn style.

Until I have certainty on the plan discrepancy I will use the terms front/front entrance block/rear range/side wings to describe the building internally. It is shared between NHS usage and GP usage as follows:

Ground floor:

- NHS Renal Unit – entire side wing with own porch/lobby entrance and exterior access doors in rear wall to plant rooms and waste disposal; there is no communication between this area and the rest of the building, or to the courtyard. 9 dialysis stations, 4 consulting rooms, and assorted other technical rooms, staffrooms, stores and offices. Fire Exit in side wall.
- GP Surgery - Opposite side to Renal Unit and 2/3 of rear range (across back of courtyard); entrance diagonally across rear corner of courtyard, large waiting room and Reception on inside of L-shape has single lift and stairwell + another stairwell at front of side range, with door to exterior. 14 Consulting rooms, 2 treatment rooms, pharmacist and assorted other activity rooms and offices.
- Front entrance block – Cafe, Pharmacy, stairwell (with door to exterior) and 2 lifts + access to courtyard

First Floor:

- Above Renal Unit, but with access to rear range (door) and waiting room above front lobby –16 NHS Consulting rooms, clinics, & dental service, 2 activity/education areas, storeroom & toilets
- Above front entrance block, lift & stair access, toilets, large waiting room with Reception & Office (but not, apparently, seating).
- Above GP Surgery section, large waiting room and reception above that on ground floor (so stairs and lift access), 10 Consulting rooms, 3 Treatment and 2 Recovery rooms, pharmacist, trainer and a multiplicity of service rooms, sluices, etc.

Second Floor:

- Above Renal Unit, but with access to rear range and waiting room above front lobby – NHS 16 Consulting rooms and clinics, 2 activity/education areas, storeroom & toilets
- Above front entrance block, space laid out as First Floor
- Above GP Surgery section, stairs and lift access, Admin, Records, manager's offices, staff rooms, conference room, training room, Library/IT room, Accounts, storeroom & toilets

Comments:

1. Unless the Pharmacy & Cafe staff are expected to police the entrance lobby, anyone can reach the upper floors by lift or stairs without challenge. The Reception area is across the (open-air) courtyard and at one end of the L-shaped waiting area. Presumably the doors of the triangular lobby are automatic and sliding, and only opening onto this limb of the room, because if the other side also opens, access to the other stairs and lift is equally unsupervised.
2. While the doors at the bottom of the lobby stairwell open outwards, and therefore could be Fire Exits (though not so labelled, unlike the similar outward-opening door from the Renal Unit in the side elevation), the exterior door at the bottom of the Surgery stairwell opens inwards. This is surely a security hazard.
3. It is to be hoped that wheelchairs will be available in the lobby, because by the time a patient has been dropped at the front door, crossed the lobby and the courtyard, checked in at Reception and been directed to one of the furthest consulting rooms, they'll have walked c.150m.
4. Without the Design Statement, I cannot guess at the reasoning behind having no windows in the cafe area. The pharmacy on the other side of the main door appears to have a glass floor-to-ceiling panel, and there is a similar panel on the cafe side of the door, but not within the designated floor area, and the two exterior walls are solid. The back walls of the lobby are also solid, with only a double door exit into the courtyard, so the lobby will have to be artificially lit most of the time.
5. There is, apparently, a dearth of base data to calculate traffic movements from. They have considered "Clinics" and "Hospitals without A&E departments" and taken the higher figures for robustness. Calculations are only for morning and evening peak hours, and of course one hopes the surgery hours and consultant clinics will be spread throughout the day, but the conclusion is that the additional traffic will be modest, and rather less than they had previously thought. It has to be added to traffic for Lidl, the Care Home, the Premier Inn. Beefeater and Costa and an estimated 50% of residents' trips, though, when considering the London Road access.
6. Similarly, the parking numbers are normally calculated from the floor area of the building for a doctor's surgery, but given the small dimensions of older surgeries and

the much larger modern facilities for the same number of patients, this would give an unfeasibly large total. They have therefore adapted the base data available and come up with a requirement of 87 spaces (the application has 121), 5% of which should be for the disabled (staff and patients) which gives 6 – they have provided 12.

The car parking is divided into two areas – one is the car park north of the care home which has 83 spaces including 8 for the disabled, in four ranks with two aisles; and one to the west of the building which has 38 including 4 disabled bays, one marked for the Renal Unit, and seven other bays also labelled Renal, in two ranks + central aisle. The current floor plans show the Renal Unit on the opposite side of the building.

7. There are two ambulance parking bays, one at the door of the Renal Unit, one at the other side of the main door.
8. There appear to be 7 cycle racks adjacent to the main door, though these are not labelled or mentioned in the Transport Statement (which is on the skinny side, but mentions the relevant bus services and frequencies as well as the parking and traffic calculations).
9. There are general and specific (clinical) waste disposal areas to the front and rear of the 'Renal' car park.
10. The new electricity substation (16/04279/APP, approved) is in the corner of the Lidl site nearest to the front door of the medical centre.
11. Surface water drainage will be directed into the additional detention basin (17/00111/APP, no decision yet) to the east of the bridleway.

KM

19/6/17

BUCKINGHAM TOWN COUNCIL

PLANNING COMMITTEE

MONDAY 3rd JULY 2017

Agenda Item no. 8.1

Contact Officer: Mrs K. McElligott
01280 816426

STRATEGIC DEVELOPMENT MANAGEMENT COMMITTEE – 7th JUNE 2017

at 10.00am, at The Gateway AVDC Offices (webcast available).

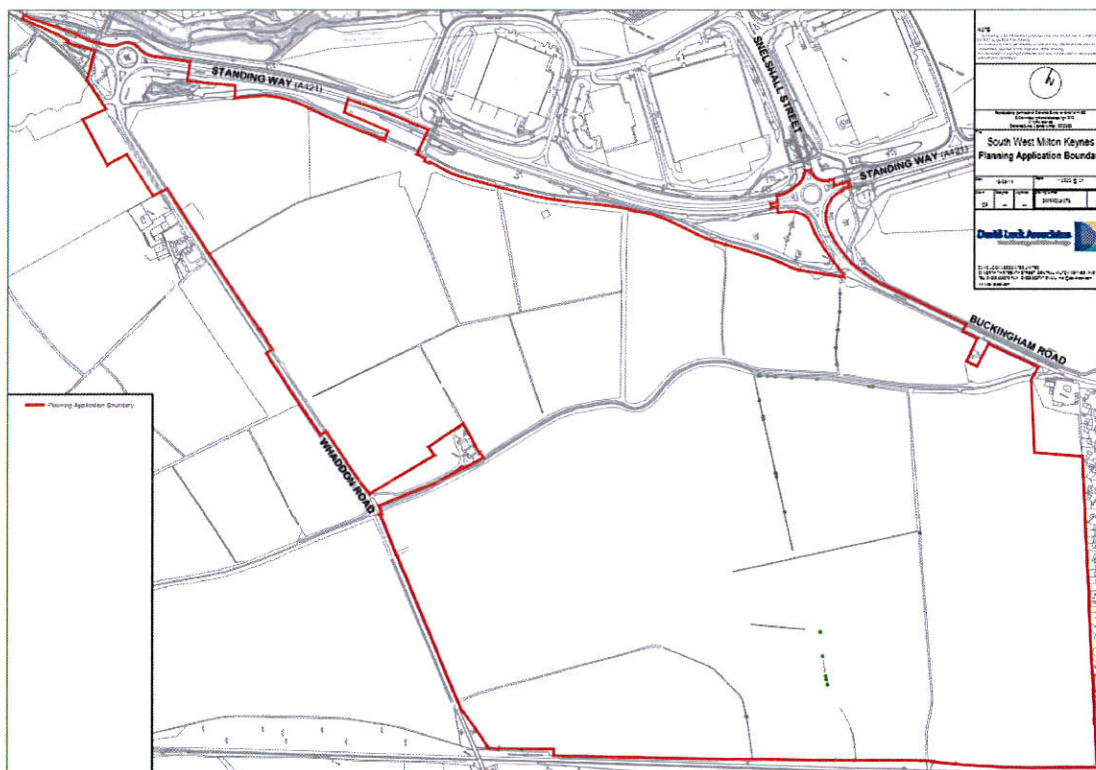
The meeting was suspended from 12.10 to 12.45pm for lunch. Meeting closed at 2.10pm

Single business item on the agenda:

15/00314/AOP - Land South of the A421, Newton Longville

Outline planning application with all matters reserved except for access for a mixed-use sustainable urban extension on land to the south west of Milton Keynes to provide up to 1,855 mixed tenure dwellings; an employment area (B1); a neighbourhood centre including retail (A1/A2/A3/A4/A5), community (D1/D2) and residential (C3) uses; a primary and a secondary school; a grid road reserve; multi-functional green space; a sustainable drainage system; and associated access, drainage and public transport infrastructure.

SWMK Consortium



Case Officer: Mrs Claire Bayley

Christine Urry, Del Tester (Highways) and Stephen Chainani (Education/pupil numbers) sat at the table for BCC.

Speakers List as published (changes and information in italics; 'did not attend' scored through):

Local Members - 5 Mins Each

Cllr B Everitt (LM) on behalf of Cllr Neil Blake (LM)

Cllr B Everitt (LM)

Local Councils Consulted on Application - 5 Mins Each

Mike Galloway (Newton Longville PC)

~~Whaddon PC~~

~~Mursley PC~~

Other Local Councils - 2.5 Mins Each

~~Little Horwood PC~~

Objectors - 2.5 Mins Each (Subject to a maximum of 25 mins total) (To include any PCs within Milton Keynes area & Milton Keynes Council) summoned in pairs to the table to save time; 25 mins includes Q&As to speakers

1. Iain Stewart On behalf of Angie Ravn-Aagaard (obj) *for Bletchley Park Residents Association and then on behalf of himself and his wife (see 17); he is the MP for MK South and lives in Newton Longville*

2. Cllr Ernie Thomas (*Vice-Chair West Bletchley PC and Chair of Salden Chase subcommittee*)

3. Steve Heath (obj)

~~4. Sue Heath (obj)~~

5. Cllr Derek Eastman (MKC) on behalf of Cllr A Geary (MKC)

6. Julie Gandolfi (obj)

7. Ian Whipp (obj)

~~8. Brenda Chamberlain (obj)~~

9. Ian Whipp on behalf of Yvonne Whipp (obj) *and Kate Ward*

10. Mike Galloway on behalf of Kate Ward (obj)

11. Cllr Edith Bald (MKC) *Tattenhoe and on behalf of Cllrs for 11 other wards*

~~12. Anthony Huw Taylor Franks (obj)~~

13. Mr Jan Blackhall (obj)

~~14. Tim Welch (obj)~~

~~15. Tim Welch on behalf of Pauline Welch (obj)~~

16. Jan Blackhall on behalf of Anita Blackhall (obj) *Timed out*

17. Iain Stewart MP (obj)

~~18. Cllr Nigel Long (MKC)~~

~~19. Maggie Geaney (obj)~~

Supporters - 2.5 Mins Each (Subject to a maximum of 25 mins total)

-

Applicant/Agent 10 Minutes in Total

Mark Hyde & Martin Paddle (agt) *latter is transport consultant; he was a witness at the Moreton Road III Inquiry*

I attended as an observer, at the request of the Committee (Min 116/17). I have a record of the general discussions and questions from DCllrs/answers, but the following seemed worth circulating for information. These are notes, not minutes, so later discussions are linked to the speaker's points.

1. You can get twice as long speaking time if you speak on another's behalf as well as yourself (which can cut out duplication and thus allows additional points to be made).

2. Mr. Galloway started by questioning why there was no corrigendum to the officer's report (he clearly expected the report to be modified following the Suffolk Coast Supreme Court decision, see BTC Min 115, appendix E last agenda). (The legal officer responded later in the meeting that the decision was not relevant to this application.)

His principal objection to the application was that so large a development was premature in light of neither AVDC nor MKC having finalised their Local Plans, and therefore any approval could hamper strategic planning. Mrs Paternoster expressed concern that the 'unmet need' figures for the other Districts were expected the following week, so the "> 5 year supply" might not hold, so the decision needed to be made that day.

He also asked that, should the Committee be minded to Approve, the draft s106 be returned to the Committee for discussion and – if necessary – modification and failing that, for the Parish Council to be included in the discussions. *This was emphatically rejected later in the meeting; Susan Kitchen noted that 'defer and delegate [to the case officer] subj. s106' was the normal recommendation; as the discussions were very complex Parishes were not involved, and she saw no reason to depart from the normal practice [and bring the draft back to Committee].*

He felt the objections raised by MKC (8.18 in the officer's report) and West Bletchley PC (9.4) had not been given proper weight. *It is worth noting that due to realignment of the A421 the AVDC boundary lies south of the road & hence does not include those two access points; the only access to the site within AVDC is that on Whaddon Road (the Newton Longville road from Bottledump roundabout).*

MKC had already looked at this application three times and their officer had recommended refusal. (They had delayed their decision until AVDC had made theirs.)

3. Both AVDC & MKC can demonstrate a housing land supply > 5 years, and this application was of a density and population equivalent to a standard MK grid square so its infrastructure needed appropriate integration as it was effectively part of MK and its residents would look towards MK for shopping facilities, transport, etc. not AVDC. There was no employment land set aside, apart from the medical facility and school. Approval would tie MK into provision without revenue and future strategic planning could be affected – especially if the best E-W Expressway route through MK proved to be along the E-W rail corridor (*the southern boundary of the site is the railway line; there are no plans for a station to serve the site*).

4. MK grid squares were originally planned with 4 access points, and the average was now 7 due to other services being provided. 3 was not considered adequate for this volume of traffic.

5. It costs AVDC more to deliver housing growth than they receive in Council Tax. However all the economic benefit is likely to be to MK.

6. Mr. Heath had spent a year delving into the Mouchel traffic figures, and had found errors, omissions and misrepresentation. He had asked for the raw data of the traffic surveys, but not received it; residents had used the MVAS equipment on the road through Newton Longville on one of Mouchel's two survey days and arrived at a traffic count 25% higher than Mouchel, and all traffic entering the estate was shown as coming from the A421, but only 20% emerging from it. The speeds recorded through the village by the MVAS group were as high as 85 and 95 mph, both recorded during school hours (the latter at 2.30pm). He quoted Mr. Paddle back at himself as advocating at least a week's-worth of survey data – Mouchel had done two days only. (Mr. Paddle did not address this in his presentation). BCC checked during the lunch-break with the MVAS manufacturers, who said that its primary use was a speed recorder, and the traffic count was secondary and had never been calibrated against Automatic Traffic Survey equipment.

Mr. Stewart reported that he relied on the courtesy of motorists stopping to get his children across the road to school in the morning. Traffic calming is offered but there is no detail proposed; Newton Longville PC is working with TfB – another reason why this application is premature. The TfB Safety Audit team has to be satisfied of a scheme's effectiveness. A commuted sum is proposed for TfB to spend.

Del Tester said later that BCC had seen the raw data and pursued errors and omissions until they received satisfactory answers. The survey work had been carried out to DfT guidelines, and their calculations matched ATC data obtained at 3 points on the A421. Christine Urry said that it was

better to consolidate access if possible on the strategic road network ie the A421.

7. Infrastructure such as the primary school & surgeries must be completed in parallel with the housing; experience at Newton Leys showed that providing the housing first led to over-burdening existing schools and medical facilities to the detriment of all residents, especially children who had to be bussed to temporary accommodation at other schools.

Stephen Chainani said later that the school sizes were based on the estimated population, and in line with other LEAs. Opening was timed to coincide with a sustainable level of pupils, ie ½ form entry. In general residents of new estates had younger families, so the primary school would fill up gradually and the need for secondary places was delayed until 2 – 4 years later. A smaller intake was not viable. BCC would bear the cost of transportation to other schools for the earliest incomers.

8. The A421 is already clogged at peak hours; if the proposed secondary school becomes a satellite of Aylesbury grammar schools (*to satisfy MK parents who want selective education*) this will generate additional traffic – and School Travel Plans are usually optimistic about 'mode shift' (the primary school one assumes everyone will walk to school). Traffic may increase flows through Newton Longville and Far Bletchley rather than via Aylesbury Vale/BCC area. Mouchel predicted the increase through Newton Longville would be minimal, but volume was already 30% up on 2013 (Whaddon Road: 63,000 in 2013, 86,000 April 2017). There was no consideration of other road links (to the A4146 Stoke Hammond or B4031 Winslow-Stewkley-Leighton Buzzard roads)

9. The agents for the developer gave an understandably positive report; they had consulted with AVDC, BCC, MKC and Highways England on the Transport Assessment, and dismissed local concerns (and figures) as not supported by their calculations. "Occasional anomalies occur, but they are just anomalies". The development was a notable contributor to the housing supply and local employment.

10. Llew Monger pointed out the Sir Thomas Fremantle site had a gas main crossing it, just as this has. The constraints on gas mains mean a road can only cross it at an angle of 90°, which forced a complete redesign. Christine Urry said that this was an AOP application, this could be sorted out at the ADP stage (and at the developer's cost).

The Chairman confirmed with Ms. Urry that BCC no longer had any concerns, and neither had Mr. Chainani with education provision. The Committee Members then discussed the application amongst themselves.

Cllr. King pointed out that MK had been a resounding success over the preceding 50 years, not least because it kept to its boundaries and grid layout, and provided adequate and timely infrastructure. Tacking an extra grid square equivalent (the size of Winslow) outside its SW boundary should be refused. He was seconded by Cllr. Monger. They both felt there more negative effects than positive.

Other Councillors seemed more concerned whether the housing land supply would stand up to the unmet need, whether this would affect the adoption of VALP, and whether there were adequate planning grounds for refusal; if BCC were happy with the highways proposals, there would be little prospect of winning an appeal.

Cllr. Monger proposed that it be deferred but not delegated pending s106 discussions, and that it be brought back to the Committee prior to final approval. No second was forthcoming, so this fell. Only he and Cllr. King voted to Refuse; all the remaining Councillors voted to Defer & Delegate with a view to approval if the s106 was agreed.

Enforcement Investigations

Received During May 2017

17/00226/CON3

BUCKINGHAM NORTH WARD

Alleged unauthorised damage to listed building boundary wall - 14/03316/APP refers - wall has been damaged and knocked down

Police Station 50 Moreton Road Buckingham Buckinghamshire MK18 1LA

Case Officer: Nazia Begum

17/00238/CON3

BUCKINGHAM SOUTH WARD

Alleged unauthorised breach of approved plans/details/conditions - wildlife zone has been strimmed and planting has not been completed - 14/02513/ADP refers

Tingewick Road Industrial Estate (Part Of) Tingewick Road Buckingham

Buckinghamshire MK18 1SU

Case Officer: Philip Dales

Enforcement Investigations

Closed During May 2017

17/00170/CON3

BUCKINGHAM NORTH WARD

Alleged unauthorised breach of condition and change of use of garage to residential accommodation use in breach of Condition 7 of 75/01002/AV (Permitted Development Rights removed)

6 Cropredy Court Buckingham Buckinghamshire MK18 1UX

Closed: Not expedient to take action

Case Officer: Nazia Begum

17/00199/CON3

BUCKINGHAM NORTH WARD

Alleged unauthorised internal works to Grade II Listed Building (in a Con Area)

22 Castle Street Buckingham Buckinghamshire MK18 1BP

Closed: No breach of control

Case Officer: Pauline Hawkins



Buckinghamshire County Council
Transport, Economy and Environment

Buckinghamshire Freight Strategy

Initial Workshop report

Initial Workshop: Feb 13th 2017



Purpose of report

This is a report of the initial Freight Strategy Workshop held on February 13th 2017 10am – 1pm at the Aylesbury Railways Club. The workshop was the first step in updating the Buckinghamshire Freight Strategy.

Workshop attendees

Invitations to the workshop were sent to all Parish Councils (via the clerks), Local Area Forums and County Councillors. A number of individual invitations were also sent to stakeholders who expressed an interest in working with us on freight.

We are pleased that the following organisations were able to attend this first workshop:

Ashendon Parish Council
Buckingham Town Council
Chalfont St Giles Parish Council
Chalfont St Giles Revitalisation
Chearsley Parish Council
Cheddington Parish Council
Cuddington Parish Council
Edlesborough Parish Council / EDaN Project
Gawcott Lentborough Parish Council
Iver Parish Council
Ivinghoe Parish Council
Little Chalfont Parish Council
Newton Longville Parish Council
Pitstone Parish Council ¹
Quainton Parish Council
Residents of Broughton Pastures
Whaddon Parish Council
Buckinghamshire County Council:
Paul Irwin (Deputy Cabinet Member for Transportation, and Member for Stone and Waddesdon)
Warren Whyte (Cabinet Member for Planning and Environment, and Member for Buckingham East)
Avril Davis (Member for Ivinghoe)
Netta Glover (Member for Wing)
Andy Huxley (Member for Aylesbury North West)
Transport for Buckinghamshire
Freight Transport Association
FCC Environment
AECOM
MIX96

Purpose and outline of the workshop

Buckinghamshire County Council (BCC) is updating the county's Freight Strategy. This workshop was the first event in a programme of engagement to gain input from stakeholders. It was designed to help us understand the views of local stakeholders who had already raised concerns about freight movements in previous Council transport events and

¹ Post meeting input

consultations. This workshop was primarily focused at parish and town councils and was an opportunity for attendees to share what their issues with freight are, and for us to discuss possible solutions.

There was also a presentation which set out current economic and freight trends in the UK and in Buckinghamshire. Some key facts from this presentation are:

- 23% of all goods moved by HGVs in the UK is food, drink and tobacco
- Of all road traffic, light vans are increasing at the greatest rate, most likely due to rising demand from online retail
- Road freight trends include an increased weight limit for lorries and trials of longer lorries
- In Buckinghamshire, the % of road freight is highest in between the morning and evening peak hours. For example 20% of all traffic on the A418 is freight in the inter peak. Similar percentages are experienced in the very south of the county

Results from exercises

The bulk of the workshop was split into three breakout sessions with exercises discussing goals, issues and solutions. The results of discussions in these sessions are set out below.

Exercise 1 – What are your goals for freight in Buckinghamshire?

Most frequently reported goals:

- Appropriate routing / understand why HGVs use inappropriate routes and stop them
- That evidence gathered as part of this work is translated into a clear action plan
- Enable and support activism
- Noise reduction, quieter lorries
- Learn from other counties, build relationships and communication
- Improve conditions of roads

Other reported goals:

- Reinforce other strategies
- Collate reliable data on freight movements, particularly HGVs
- Improve resources (speedwatch campaigns / Movable Vehicle Activated Signs etc)
- Introduce a code of conduct for drivers
- Improve co-operation with districts on planning applications which are major freight generators.
- Balance between getting the goods we need to live and protecting where we live

Exercise 2 – What issues are you currently having with freight?

Below are the issues recorded on the flipchart paper. We appreciate that in reality this is a snap shot of all conversations that were had and all issues that exist in the county. The workshop was the first of many opportunities for input.

- Top reported issue: Use of inappropriate routing in a large number of areas of the county – particularly HGVs using rural roads and villages
- Lack of foot/cycle ways on freight routes – therefore safety concerns, including on walking to school routes
- Freight linking to strategic routes M40/M1
- HGVs not using appropriate Satnavs
- Timing and route of Oxford – Cambridge expressway. When and what funding?
- Weight restrictions in Bedfordshire & Hertfordshire – impact on Ivinghoe / Pitstone area as HGVs seek alternative routes
- HGVs using Buckingham town centre to avoid congestion on the A421 which runs south of the town, connecting key strategic locations (Bicester and Milton Keynes)
- HS2 construction traffic (i.e. in Chilterns, Aylesbury and in vicinity of the IMD)
- Construction traffic from other major infrastructure projects such as Heathrow, East West Rail and link roads/expressways
- New local plans – growth in general traffic and the construction traffic for the new homes
- HGVs use Newton Longville as a rat-run from the A4146 to A421
- Impact of proximity to major freight producing areas on our borders such as retail warehouses in Milton Keynes and industrial parks on the South Bucks border
- Road conditioned worsened by heavy vehicles (i.e. Chesham, B485)
- Noise of freight using the West Coast Main Line in the Pitstone area
- Issues with the use of the Stoke Hammond bypass as a key north south route
- Inappropriate lorry parking on agricultural land.
- Impacts of the HS2 Infrastructure Maintenance Depot (permanent) in the rural centre of Aylesbury Vale
- LGVs parking in residential areas, leading to congestion
- Mismatch between network hierarchy and what routes HGVs take
- Balancing restrictions and needs of farm industry and other rural businesses

Exercise 3 – What opportunities could be explored?

The following options for improving freight transport were suggested by attendees:

- Work with SATNAV providers and the freight industry to reduce the use of unsuitable routes. HGVs must use SATNAVs which account for the vehicle weight.
- Ensure appropriate speed limits are in place
- Work with HS2 construction sites to minimise damage to traffic and country lanes.
- Work with Community Police to help monitor hot spot areas / launch behavioural change campaigns
- Local communities have ideas on natural alternative routes etc – ensure this data is captured
- Work with local freight operators to solve issues without needing to use traffic regulation orders
- Work with local communities who are organising their own surveys/other works (i.e. Ashendon, Chearsley, Cuddington, Westcott, Newton Longville, Pitstone/Ivinghoe and many others)
- Introduce traffic-calming measures to discourage use of unsuitable routes

- On agreed HGV routes, prioritise repairs to roads to reduce noise, especially in residential areas
- Relief road in Iver
- Encourage use of rail over road freight where possible
- Consider the role out of large scale weight restrictions on roads (as in Bedfordshire)

Key messages as a result of the workshop

- The frequency of routing issues being raised suggests the need to explore including a route map in the strategy
- There is a desire from Parishes for BCC to 'enable and support activism'. This is something we should explore for further stages of evidence gathering.
- There is some recognition that we are all a part of the problem (i.e. 23% all freight is food and drink, rise in online shopping and therefore LGVs)
- There are some good examples of where working with local freight generators can solve issues (i.e. FCC)
- There are a large number of stakeholders who we are yet to engage with including District Councils, Buckinghamshire Thames Valley LEP, England's Economic Heartland, the emergency services, Highways England, neighbouring local authorities, freight operators, sustainable travel groups, conservation groups, SATNAV/map provides and many more. We would also like to continue to engage with attendees of this workshop.

Next steps & key points of contact

BCC is currently planning the best way to engage stakeholders in the development of the new Freight Strategy based on the results of this workshop. This work is considering who to consult, how, and when. We will then be able to build a clear picture of what the problems are, and shape a strategy which sets out how we can protect local communities from the impacts of freight while balancing the needs of our businesses.

Information about further consultation will be distributed via Parish Council clerks, County Councillors and Local Area Forums.

If you have any queries in the meantime please contact Ryan Bunce or Sarah Gibson in the Transport Strategy team at transportstrategy@buckscc.gov.uk

Proposal for Extra Parking Provision at the Royal Latin School

Context

A meeting of David Hudson, Robin Stuchbury, Christopher Wayman and Warren Whyte took place on 24th March to discuss the ongoing parking problems in and around Chandos Road. It was recognized that some of the parking issues relate to students of the Royal Latin School, though these issues are also linked to the growth in number of university students who park particularly in Station Road.

The school has recognized the need for extra onsite parking for some time. A planning application (12/00081/APP) for extra parking space was submitted to the District Council in early 2012, but this was refused in January 2014. The application was supported by the Town Council but refused on grounds of it destroying “part of an area of Preserved Woodland”.

Since then, parking on Station Road, Chandos Road and other minor roads close to the school continues to frustrate local residents and poses a problem for the smooth flow of local traffic as well as the safety of students, residents, young children and parents.

Due to an ongoing lack of financial resources, the school has been unable to explore further onsite solutions to providing extra parking for its staff, students and visitors.

Proposal

If extra funding could be found through cooperation with the Town Council, the school has identified a new area (see attached) which could be developed for extra parking. This would bring the following significant benefits:

- A newly levelled and tarmacked area opposite the current 6th Form Centre (off Brookfield Lane)
- Up to around 70 extra onsite parking spaces which would therefore take all RLS related parking away from public highways
- A new lockable bike shed which would encourage the greater use of bikes by students
- Improved safeguarding – the newly tarmacked area would provide a safer entrance for deliveries to the school (lorries currently have to drive into the main part of the school site, coming directly into areas in which students walk between lessons)
- A car park which the school could make available for public use out of school hours on weekdays, at weekends and in school holidays
- A car park which the Buckingham School could use when required (and especially for Parents’ Evenings when demand for parking is high)
- An existing ‘brown field’ site which should not face opposition during the planning process

David Hudson
Headteacher

19th June 2017

Do not scale dimensions from this drawing

The survey information shown on this drawing is based on a survey prepared by a third party and TSH Architects accept no responsibility for the accuracy or completeness of the survey



PROPOSED SPORTS BUILDING AND ALL WEATHER PITCH



Tel: 01855 851281
tsharchitects.co.uk

A YY/MM/DD
Rev Date Description

Royal Latin School	Date:	17.06.16
Buckingham	Scale:	1:1250@A3
New Sports Building & AW Pitch	Status:	Preliminary
Proposed Locallon Plan	Drawn:	XX
2016001 - A - P - 00 - 001	Revision:	/

AYLESBURY VALE DISTRICT COUNCIL

Town and Country Planning Act 1990

12/00081/APP

Mr David Hudson
The Royal Latin School
Chandos Road
BUCKINGHAM
MK18 1AX

Subsequent to your application that was valid on the **22 March 2012** and in pursuance of their powers under the above mentioned Act and Orders, the Aylesbury Vale District Council as Local Planning Authority **HEREBY REFUSE PERMISSION FOR:**

Creation of Car Park

AT:

The Royal Latin School Chandos Road Buckingham MK18 1AX

The reason for refusing your application:

The proposal would destroy part of an area of Preserved Woodland protected by Tree Preservation Order and the proposal is unsympathetic to retention of the better tree features on site. The layout does not comply with BS5837 and no mitigation measures are proposed and the proposal would therefore be harmful to the visual amenities of the area.

INFORMATIVE


In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, the Council, in dealing with this application, has worked in a positive and proactive way with the Applicant and has focused on seeking solutions to the issues arising from the development proposal.

AVDC works with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service,
- updating applicants/agents of any issues that may arise in the processing of their application as appropriate and, where possible and appropriate, suggesting solutions.

In this case, the applicant/agent was informed of the issues arising from the proposal but a solution would require the submission of a fresh application. The applicant has asked for this proposal to be determined on the basis of the current proposal and so AVDC proceeded to a refusal of permission.

Your attention is drawn to the notes on the back of this form.


For and on behalf of the District Council
28 January 2014

