

## Responding to your concerns

### The impact on the highways network

At the exhibition, Bellway and Bellcross cited figures which indicate that there would be a minimal impact on the highways network caused by traffic exiting and entering the site at peak times, and heading north towards Maids Moreton or south towards Buckingham.

The impact of traffic at the town centre roundabouts would also be low, with around one vehicle every four to five minutes joining the queue. This is not considered to be a material impact.

However, mitigation measures would be used to further reduce this impact, including the introduction of a Travel Plan, which would be applied retrospectively to land to the south of Manor farm, allowing trip crediting to be applied.

Any impact that remains is the residual impact, and to counter this, a financial contribution similar to that requested by the local highway authority for the Village Homes application on Moreton Road has been offered to the council. This could contribute towards improvements to public transport, a transport strategy for the town, or business travel planning measures.

It is therefore considered that the impact on the local highways network would be minimal, and could be mitigated through the measures outlined above.

### The scope of the Transport Assessment

Following the public consultation, several people raised concerns related to increased traffic which may pass through the village of Maids Moreton, and suggested that this should be modelled as well in the Transport Assessment.

However, the impact of traffic through the village has not specifically been modelled for the following reasons:

(1) The low predicted level of traffic generated by the development heading north towards Maids Moreton or south from the direction of Maids Moreton is not considered to be significant. In the morning peak hour for example 12 vehicles are generated by the development which head north toward the village, joining another 353 vehicles heading north on the A413. A similar pattern is predicted in the evening peak period (though the impact is less severe than the morning peak). This equates to a worst-case development impact of approximately 3% (meaning the proportion of development traffic compared to existing traffic), or on average an additional one vehicle every five minutes joining the existing traffic.

(2) Given there are no known capacity problems at any of the junctions within Maids Moreton, Buckinghamshire County Council – the local highways authority – did not request any junctions within the village to be modelled within the TA, because this predicted level of additional traffic would not cause a junction currently operating within capacity to exceed capacity following construction.

Taking into consideration both of these factors (low impact and no existing capacity problems), specific transport modelling in Maids Moreton was not deemed necessary.

### The impact on local infrastructure

One of the most commonly expressed concerns following feedback was on the impact of the proposals on the local infrastructure.

Importantly, the proposed development would meet its own infrastructure requirements. The proposal would be accompanied by a legal agreement securing financial contributions towards specific local projects that are necessary, directly related and in scale and kind to the development.

Bellway and Bellcross will enter into detailed discussions with officers at both Aylesbury Vale District Council and Buckinghamshire County Council to undertake a detailed assessment of local infrastructure, so that any shortfalls arising as a result of the development can be identified. Bellway and Bellcross would then have to enter into a legal Section 106 agreement to provide monies towards the infrastructure required.

### More information

Should you have any questions or require further information, you can contact a member of the team using the details below.

Email: [feedback@consultation-online.co.uk](mailto:feedback@consultation-online.co.uk)

Freephone: 0800 298 7040

Website: [www.consultation-online.co.uk/moretonroad](http://www.consultation-online.co.uk/moretonroad)



## Welcome

This is Bellway Homes' (Bellway) and Bellcross Homes' (Bellcross) second community newsletter for the proposed development of land north of Manor Farm Park, Moreton Road, Buckingham.

Bellway and Bellcross have now submitted a planning application, working with Fosbern Manufacturing Limited, to Aylesbury Vale District Council to develop this site with an attractive mix of 80 new homes, ranging from one to five bedrooms.

Following our public exhibition in October, the project team has undertaken a thorough review of all of the feedback received, and this newsletter provides responses to the most commonly cited concerns.

This newsletter also provides you with the full details of the planning application, and more detail on some of the technical survey work undertaken to support the application, such as the highways work.

Should you have any questions or require additional information, you can contact a member of the team using the details below.

Thank you.

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## Community benefits

The scheme would deliver a number of community benefits, including:

- The creation of an attractive development providing high-quality open market and affordable housing
- The creation of a footpath link along Moreton Road, providing easy access to the children's play area developed as part of the previous scheme
- The delivery of over £500,000 to Aylesbury Vale District Council and nearly £150,000 to Buckinghamshire County Council from the Government's New Homes Bonus Scheme
- Associated Section 106 payments towards local infrastructure

## The proposals

Bellway and Bellcross' proposals are for 80 new homes, comprising:

- 1 x two bed apartment
- 5 x two bed houses
- 38 x three bed houses
- 32 x four bed houses
- 4 x five bed houses

In line with Aylesbury Vale District Council's policy, 28 of the homes are proposed to be affordable, comprising a split between affordable rent and shared equity.

The scheme has been designed to comply with the adopted parking standards, with a total of 189 spaces provided.



## Design and appearance

At the public exhibition, one concern that was raised by several people concerned the density and mix of homes on the site, and the design of the layout.

Bellway and Bellcross believe that the density and the mix of homes proposed is both appropriate to the site and helps to meet local needs in the area.

The scheme has been designed to comprise predominantly detached and semi-detached properties, which would be set back from Moreton Road behind the existing substantial hedgerow, which would be maintained.

Bellway and Bellcross would also undertake new planting, to create a landscaped buffer zone along the edge of the site.

As the details of the mix on the left indicate, the majority of the scheme would be three and four bedroom family housing, reflecting the existing development on the opposite side of Moreton Road.

## Leisure facilities

At the public exhibition in October, we proposed providing a rugby pitch for the local rugby club, however, many of you did not feel that this would benefit the entire community. Following this feedback, we are no longer proposing a new rugby pitch on this land, but would instead provide a contribution for off-site leisure provision.