

WHADDON PARISH COUNCIL
PLANNING REPORT - 13th February 2025.

Items ordered as per circulated agenda.

57/24. Planning

a. To review and update on Shenley Park Development and Cllr. Nagpal's submissions.

At the last meeting with Crest Nicholson on 29th January, at Shenley Church End P.C. all parties were informed that the revised Planning Application and Traffic Impact Assessment (TIA) would be submitted by late Feb - early March.

As soon as this is registered with BC, the public consultation period of 30 days (6 weeks?) will commence, and it will be important to inform all residents as soon as possible - **(Note: the next WQ deadline is 17th Feb)**. In readiness WPC has reminded BC of their promised visit to Whaddon to explain the results of the traffic impact assessment, and what mitigation measures - if any - are being proposed/sought by Crest and/or BC. However, from correspondence recently received from BC it seems they are backtracking from this on the basis their last 'time limited visit' on 10th December was that promised meeting! In my opinion this is wrong, because they knew very well that WPC and residents wanted to have the revised TIA explained to them, including any mitigation measures proposed. The village hall would have been needed as quite a few residents would be expected, and the two MK Parishes have asked to send representatives along. WPC should decide whether or not to pursue this with BC, and demand that such a meeting must occur?

IMPORTANT - Decision required. I have spoken with the very knowledgeable N.L. resident who with NLPC challenged the Salden Chase TIA, and although losing the appeal, won considerable traffic/highway improvements from the Inspector, that will be developer funded. He believes that the S/Park traffic figures will be similarly fudged and will use 2023 traffic data. If the four impacted P.C.'s were each able to commit £5,000 he believes there would be sufficient budget to undertake our own traffic survey and extract the missing and up to date data required, which might help our traffic case. Apparently the optimum time to undertake traffic surveys is Mar/April, and an early special meeting is being organised where 'our local expert' would give a presentation to interested parties, and answer questions. Funding and agreement about what was needed would follow and be arranged as quickly as possible, bearing in mind an extension of consultation response time would be needed. WPC have previously discussed this and have built up sufficient reserves specifically for this purpose.

RECOMMENDATION: £5000 be set aside and used for required traffic survey, assuming the three other PC's agree Which is likely?

IMPORTANT - For Information.

At the recent Crest meeting Savilles, on behalf of the developers stated that the Hayton Way public transport corridor could not yet be provided - but it might be in the future. The connection was nothing to do with the developer Crest and that this was a matter to be resolved between MKCC and Homes England, especially as Hayton Way was the preferred public transport route in the VALP, and carried into the adopted SPD with more certainty. As a result, far less attractive bus routes were shown running north and south along the outer ring road and then using H6 Childs Way and the already overloaded A421, routes which are unlikely to be welcomed or supported by Whaddon or MK residents. Not accepting this response, I later approached Homes England and surprisingly had an almost immediate response accepting a meeting via Teams, which was held last Friday afternoon. The notes from this meeting were kindly taken by our clerk, with H.E. consent, and will be attached to her agenda items as a separate document. The outcome should form one plank of our consultation response, when trying to achieve the BC/MKCC preferred public transport route rather than accepting a 'second best and less appropriate solution' which appears to be a simple cost saving exercise especially as H.E. have said they will help and be realistic on valuation. (a bit like the planned 'at grade lights controlled crossing that will completely sever the wildlife corridor along the NB Way - rather than an underpass or green bridge)

B. To receive an update on Shenley Park Planning Applications 23/02180/AOP (BC) and 23/01610/OUT (MKCC)

Nothing new has appeared on the BC planning portal since 20th Dec and our last meeting.

c. To receive an update and agree any actions on the A421.

Those parishes who attended the recent presentation/update from the Bucks consultants were not impressed by their response and proposals which basically recommended no dualling, but with capacity improvements at certain roundabouts. WPC should remain really concerned as the consultants confirmed that they had not considered the impacts of Shenley Park as it had not yet received planning approval - despite it being allocated within an adopted Plan for Buckinghamshire.

d. To discuss and agree next steps on the Shenley Road.

I recall this issue being raised at both recent S/Park meetings, with explanations being given, and questions raised ... so both BC and Crest are aware of our concerns that alternative solutions were not originally considered, but that they should be now looked at following the decision not to dual the A421 or - it would appear - traffic calm Coddimore Lane. Both said that they would go away and look at the issue again, but I suspect that nothing will happen, and if Whaddon is serious about having the current closure design re-examined it will take a massive effort to engage with residents so that they understand the situation. It will need a

large majority at the public consultation stage to have any hope of success!

e. To discuss any Bucks Council S106 progress.

This matter can only be progressed once the revised planning application and traffic impact assessment are submitted, and understood. WPC's concern should be that these important issues are often left to be discussed with the legal teams, following planning consent being issued and rarely before, which is often too late to influence any required mitigation.

f. To receive an update and agree any next steps on Shenley Dens consultation process.

The MKCC Planning Cabinet Advisory Group will meet and discuss this and other matters this Thursday evening.

The Briefing note for this meeting, which will progress the MKCP 2050 Local Plan basically says:-

Strategic City Extensions:

c. Shenley Dens, Bow Brickhill and Levante Gate: the predominant concern across all three is the impact on landscape and associated impacts on heritage assets. For Levante Gate and South of Bow Brickhill sites, there is a similar level of concern around significant additional traffic and congestion being caused on the A5 and local roads.

Direction of the MKCP

To help support the allocation of the Strategic City Extensions, which are all considered to still be capable of being included within a sound plan, we are preparing a range of Concept Plans which will help to address several concerns raised through responses on the Regulation 18 MKCP. These will present, (19) at a strategic level, the constraints associated with the development of the sites, as well as the broad pattern and distribution of growth that could be delivered within each allocation. It will provide the basis for considering relevant evidence, for example on the potential landscape and heritage impacts, that needs to be addressed through their future development. In addition, further work will be undertaken to affirm the deliverability of the scale of growth being proposed at the Eastern Strategic City Extension and to support the scale of growth being proposed along the identified MK Metro routes.

Next steps

- **Concept plans for strategic sites**
- **Review of Policies Maps** In addition, we will need to continue preparation of other assessments and statutory documentation, including Sustainability Appraisal, Habitats Regulation Assessment, Health Impact Assessment, Equalities Impact Assessment, Duty to Cooperate Statements of Common Ground, Consultation Statements, Topic Papers, and any proposed modifications to the plan.

A delegated decision to publish the Regulation 19 MKCP for a six-week consultation is expected in the summer, with consultation to commence in September 2025.

Summary

The Regulation 18 MKCP has seen a considerable response from local communities and stakeholders. This feedback together with advice from the Planning Inspectorate on the broad soundness of our draft strategy, indicates that the overall strategy in the MKCP could be considered sound subject to the planned completion of further evidence work. More substantially, recent important changes to national planning policy and guidance (and further changes anticipated in Spring/Summer 2025) will influence the scope and shape of the MKCP. Responding to these changes will require some additional unanticipated work meaning we will need to extend our programme for preparing the Regulation MKCP, with consultation now planned for September 2025 rather than February 2025 as originally

So, in short, Shenley Dens - as expected - survives and will be taken forward to the next stage of Plan MK in September, unless something unexpected happens at Thursday's meeting, which coincides with the WPC meeting! The very final sentence of the summary will also have implications for the BC local Plan, which was recently reported by Cllr. Strachan at this weeks BC Cabinet meeting

g. To review local planning applications, including any new applications listed on the BC Planning Portal prior to the start of the meeting.

24/03251/APP - 3 High Street Whaddon - Householder applications for garage conversion to habitable space, front porch and fenestration alterations. Construction of detached carport/outbuilding.

Following an objection from the Heritage Team at BC, substantial changes have been made to the size and design of the garage/carport building within the grounds, including a fully hipped roof. These plans were submitted on 17th January. WPC on the initial application, offered 'No Objection' ... but subject to the views of the Heritage Officer. No further comment was deemed necessary,

and no final decision has been made as yet.

24/03252/ALB - 3 High Street Whaddon - Householder applications for garage conversion to habitable space, front porch and fenestration alterations. Construction of detached carport/outbuilding. This is an identical application, but 24/03252/ALB is the listed building application. On both applications no decision has yet been reached by BC.

25/00138/ADP - Fresh Fields, Stock Lane, Whaddon. - Reserved matters application (access, landscaping, appearance, scale and layout), pursuant to Outline Planning Permission 16/01298/AOP, granted in 2016, and renewed with amended boundaries 19/03666/AOP in 2022. Comments are requested by 25th February according to the posted yellow notices.

PLEASE NOTE : Having declared a pecuniary interest in this Planning application I am unable to offer any advice or opinion.

END 12th February 2025.



Minutes of the meeting with Homes England 7Feb25

Minutes of Meeting
7th February 2025
Enquiry Ref; CRM 0275609

Present –

Cllr Graham Stewart WPC (GS)

Claire Hupton (CH) – HE - Senior Development Manager, Project Manager disposals Phase-6

Molly Ashton (MA) – HE -Development Manager – Disposals Manager of Tatthenhoe Phase-6

Simon Dougall (SD) – HE - Head of Development South of England, with a strong knowledge of Tattenhoe Park

Suzanne Lindsey – WPC Clerk

GS gave an introduction and situation background. It was agreed to keep Shenley Brook End and Shenley Church End (the two MK parishes) informed.

GS reviewed the 31st January letter describing how in the VALP and SPD that Heyton Way corridor was the preferred route for Public transport and buses; alternative routes were less desirable and convenient, and will have to run north via the outer ring road and exit through Childs Way H6, which will be very upsetting to MK residents, or south via outer ring road to the A421.

MKCC and BC (and SD) are well aware that the A421 is overloaded and over capacity especially at am and pm peak travel times. Bus traffic will add unnecessary pressure on A421 and H6. Whaddon suffers from year on year increasing rat-running from the S & W to N and central MK. The A421 according to BC does not need dualing – they think the problems can be fixed by tweaks to roundabouts. Study has been ongoing for 2 years but incredibly, Shenley Park (SP) has not been taken into account because planning consent for the 1200 new homes (4000 daily movements) is not yet granted. We are all very concerned. Why has the Heyton Way connection not been incorporated? GS can only think that commercial terms cannot be agreed – not enough money? Or MK does not want to do a deal, due to its emerging 2050 vision and Mass Rapid Transport aspirations? BC is desperate to keep SP in its Local plan to 2033, doing little, ignoring the concerns possibly because MKCC must rubber stamp and tick boxes as both authorities must agree before approval can be granted. This gives MKCC the upper hand.

CH said she was approached by Crest Nicholson (CN) in 2023 on the land. Not necessarily for public transport but for private vehicles too. They strongly support the public transport corridor. But there were concerns about the adjacent play areas and safety for heavier traffic along Hayton Way. Public transport was accepted. Information was shared with CN, but then HE heard absolutely nothing more. Ended there. Until receiving WPC enquiry.

GS – Savills (with CN present) stated at a recent parish 'update' meeting that the Hayton Way connection was nothing to do with them and that MKCC and HE needed to resolve and sort it out. HE was very pleased to hear about the approach, but how now to take forward? The public consultation (revised planning app and Traffic Impact Assessment) would start shortly – 2-3 wks? GS stated that WPC is not a transport/traffic expert – but believes that the CN TIA would be based on the MKCC 2023 multi modal study. WPC suspects the results would be very fudged (as they were on Salden Chase). Believes WPC and MK communities want to do all they can to bring proper public transport routes forward in line with the VALP and SPD.

CH stated that because their land was kept in private ownership – it is not an MK designated corridor. Red circled area on the map provided is owned by HE. Route identified in the local plan as a transport corridor. It remains in H E ownership.

GS – Considering the adopted SPD, would H E like to see this happen?

CH - Yes. They are bringing forward housing but also wish to facilitate new sites, including opening a corridor for more sustainable transport routes. It is within their scope. HE have never said that it is not an option, it was just not pursued by CN after their only initial enquiry. Yes, it would be a commercial decision – HE must achieve best/sensible value. It would need to go through the proper valuation and negotiation processes.

GS – have you looked at the value of land? In connection with its use to facilitate public transport? CH - No, we've not done so – we have been concentrating on Tattenhoe. We would have appointed a valuer to do it if appropriate.

GS – Were there any reasons to open discussions with MKCC?

CH - A MKCC conversation did take place, but only after the first approach from CN in 2023. There was no further movement. Nothing further was done.

GS – presumably HE agrees with WPC? SD – yes, no objection. Valuation depends on alternatives. HE wouldn't be difficult about it – in principle helping unlock best sustainable development is in their remit.

GS - The WPC, and surely MK parishes consultation responses will highlight the deficiencies in the scheme. WPC cannot understand why CN said the public transport link was not their problem.

CH - HE has not been approached since the early first contact – had we been it would have been a positive response. HE has no problem with it. HE is not a statutory consultee, so WPC's approach to HE is out of the blue. We were aware of the scheme by CN but it's not something that's been on HE's radar for at least the last 12 months. Now aware, HE will pick up with MKCC.

GS - Thankyou, that's very helpful. If WPC were to suggest HE should be contacted, then you'd have no problem?

SD - Correct – no problem. HE will undertake a fresh discussion internally to try to understand the latest thinking and will ask MKCC about recent engagement with CN. SD will check with other colleagues involved in other matters/areas and share information. Very surprised there were other discussions HE was not party to. SD - Understands completely the pressures for residents on the local road infrastructure.

GS – WPC is not against the SP development having embraced it from day one but wants it to be acceptable. The area and landscape is an unprotected part of North Bucks. It is no

comfort to know that BC will have to find a huge amount more housing in their replacement plan, and we are very concerned this part of N Bucks is very likely to be on their radar, which is why getting traffic and transport right now is so important.

GS – Do you know David Lock Associates (DLA)? DLA has been involved with MK from the start. The Eastern boundary of SP is the physical boundary between MKCC and BC. WPC found it very interesting that BC employed a MK consultant for this project - presumably as they understood the importance of satisfying MK policies. DLA has always had visions to extend MK westwards along the A421 and east-west rail corridor. In the longer term much more development is expected. Lack of discussion with HE may be due to MKCC longer term thinking around the 2050 plan and the routes of their Mass Transport vision? BC is sitting behind MK – MK is driving the agenda. How best to take things forward? On public consultation request both authorities to contact HE – thereby enabling the best public transport system/route to be achieved as per the adopted SPD. The routes proposed in the expected revised planning Application are currently not designed for purpose, nor appropriate.

CH - HE totally understands. Yes, raise concerns through the public consultation. HE is open to discussions. Please encourage them to come forward. CN needs to take responsibility. It's their site and they need to have the conversation. It will have serious implications for their application. As SD said – we're happy to have the conversation.

GS - It is very disappointing. The lack of discussion must be financially motivated. Clearly the alternative public transport proposal is not the best. This conversation has been very helpful, thank you.

HE will speak to MKCC to understand where things are at. Will do a double check on internal conversations to find out more. GS – asked to be copied in and kept informed. GS suggested that HE mention GS's name in any discussions with MKCC. MKCC knows WPC is very concerned about the transport aspects from many previous conversations, and how all development impacts Whaddon and its residents. HE will keep everyone informed.

HE were not holding out against CN for commercial reasons. GS - Any ideas why?
HE - the early approach was ambiguous on both public and private transport. There has been a lot of staff turnover at CN, and CN have had to make financial provisions – and profits are very down. High churn on individuals and lack of continuity on personnel. But HE had expected to have heard from someone before now.

GS suggested that CN may be concerned about pressing on with the application, achieving consent and then possibly selling the site on? Hence there is even more concern to ensure that the public transport system is designed correctly and established correctly now, to ensure it's long-term function and viability. HE agreed.

GS thanked HE for the meeting.
All agreed to stay in touch.

From: Clare Gray <Clare.Gray1@buckinghamshire.gov.uk>
Sent: 10 February 2025 19:08
To: clerk@whaddonbucks-pc.gov.uk
Cc: Sarah Armstrong; Claire Bayley; James Duncan; 'bdstanier@whaddonbucks-pc.gov.uk'; 'dwhite@whaddonbucks-pc.gov.uk'; 'gstewart@whaddonbucks-pc.gov.uk'; 'hhickman@whaddonbucks-pc.gov.uk'; 'jheriman@whaddonbucks-pc.gov.uk'; 'jallard@whaddonbucks-pc.gov.uk'; 'nnagpal@whaddonbucks-pc.gov.uk'
Subject: RE: [EXTERNAL] Traffic Impact Assessment Meeting and other matters.
Flag Status: Flagged

Dear all

Thank you for your email.

As you are aware, the amended application and Transport Assessment for Shenley Park is due to be submitted imminently, and will be subject to a technical review by the Highways Authority. It is important that this is done independently, as the Highways Authority are a consultee to the application and they will need to prepare a response on the planning application. On that basis, we do not consider it would be appropriate to hold a meeting as requested as the Highways Authority are required to be neutral, and can not be in a position where they are providing a response to the planning application at the same time as providing a highway response to the Parish Council. Should the Parish Council want to obtain Highways advice, they are of course at liberty to obtain their own highways advice and provide that as part of any response the Parish Council may submit. As to the Highways Authority's position, it will be clear to the Parish Council of what is their position once that response is provided to the LPA and uploaded.

With regards to attending any further meeting, as you have indicated we offered to attend a meeting, and that offer was taken up in December when we came to the Parish Hall on the 10th December.

In respect of the A421 Study, this is addressed in my earlier email sent this evening, and its relationship with the site.

I trust this is of assistance.

Kind regards
Clare

Clare Gray
Principal Planner (Development Management Majors)
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Buckinghamshire Council, The Gateway, Gatehouse Road, Aylesbury, Bucks HP19 8FF

From: Clare Gray <Clare.Gray1@buckinghamshire.gov.uk>
Sent: 10 February 2025 18:54
To: 'clerk@whaddonbucks-pc.gov.uk'
Cc: Beville Stanier Bt; Derek White; Graham Stewart; Helen Hickman; Jane Herriman; Jonathan Allard; James Duncan; Neeraj Nagpal; Sarah Armstrong; Claire Bayley
Subject: RE: [EXTERNAL] FW: Additional Comments/Questions from Engagement Meeting 10th December

Flag Status: Flagged

Dear all

Thank you for your emails on this. Please accept my apologies for the delay in response.

It was good to attend the meeting on the 10th December and listen to local residents questions and comments. However, I would like to say in respect of comments about cutting the meeting short, that we had made it clear when we offered to come to the meeting that we could only attend for an hour, due to a prior commitment at 12pm in Aylesbury and this was acknowledged by yourselves ahead of our attendance.

In respect of the points and questions raised by residents, I have answered them in the order of the attached comments below:

1. Cllr Edmonds from Shenley Brook End PC expressed concern about traffic load on the H6 V4 roundabout. This is a junction MKCC has asked to be reviewed and we are expecting this to junction to be included in the updated Transport Assessment.
2. Cllr Edmonds reflected in the planning for Kingsmead 25 years ago, residents were assured there would be a public transport system put in place. This is a matter for MKCC, but in terms of the Shenley Park application we are having ongoing discussions on the scope for extensions to the existing bus service that serves Kingsmead, being service 8. Moreover, the planning of Shenley Park is to build in scope for Mass Rapid Transport at H7 should this be realised by MKCC in the future, although this is currently outside of existing policy and relates to land outside of the control/ownership of the applicant
3. Cllr M Cato flagged the congestion within MK at grid roads V1, V2, V3, H7, H5 and H6. MKCC Highways DM have indicated the need for the narrative of the Transport Assessment (TA) to reflect the situation at these junctions and we understand this is to be included in the updated TA.
4. Mr Gadsden reflected about the current existing highway issues. It is important to highlight that the planning application is required to demonstrate the existing functioning of the network as a baseline, and to model what are the impacts of the development on the strategic network. What is needed to be established is whether any significant impacts on the network can be mitigated to an acceptable level, therefore addressing its own effects. We can only refuse an application if the effects on highway safety are unacceptable or the residual cumulative effects on the network are deemed to be severe. This assessment will follow after review of the updated MKMMM rerun within the TA.
5. Mr Gadsden reflected upon damage to his garden and his car. James spoke to Mr Gadsden after the meeting and suggested they raise this with Highway Safety department at the Council, they can be reached through the Contact Centre.

6. Mr Vincent queried the stopping up of Shenley Road. The decision on this in the SPD followed extensive public consultation and engagement on the SPD, and discussion with WPC. The position in the SPD to stop up Shenley Road was carefully considered and the Cabinet report to the adoption of the SPD details the outcomes of the public consultation exercise. This document has subsequently been adopted by the Council following public consultation and the Council are not proposing to reexamine this matter and policy position.
7. Mr Vincent comments on the implications of the closure of Shenley Road, and we would respond that the impact of the closure of Shenley Road will be captured in the updated modelling and revised TA. Once this has been submitted, the Planning Department will consult with Highway Officers, as a separate consultee, who will assess the TA and modelling and be able to advise as to what will be the impact of the development on the strategic network, both with and without mitigation.
8. Mr Vincent raises general issues about wider connections, and can comment that the indicative revised plans, that have been shared by Crest Nicholson will offer active travel connections from Whaddon to Shenley Park and the Local Centre, which will provide a primary school, shops and community facilities. Discussions are ongoing with MKCC regarding extension of existing bus services and opportunities to facilitate a bus service that comes into Shenley Park and connects Shenley with Bletchley Station and the City Centre. This remains an ongoing matter.
9. Cllr G Stewart raises the question about the Whaddon Offset and that CN had shown a "Whaddon Offset" of 300/400m prior to the SPD being prepared. As part of the evidence base to the SPD, David Lock Associates (DLA) and Buckinghamshire Council (BC) explored different sizes of offset and it was considered the offset needs to be balanced against the number of site constraints, eg. topography and landscape sensitivity. In order to achieve the quantum of development sought by the policy, it was recognised that the north part of the site offers greater scope for housing than the more sensitive landscape constraints in the south. The 150m Whaddon Offset was tested and considered to achieve the required policy objective for a landscape led development and safeguard the character and setting of Whaddon, which coupled with mitigation planting, and open space/sports pitches south of the link road, would seek to achieve an appropriate offset.
10. Cllr G Stewart comments on the provision of a bus gate. This was introduced from the roundabout to enable public transport connections between Whaddon, Shenley Park and Milton Keynes. It will egress from the roundabout and is designed to limit its impact on the Whaddon Offset.
11. These changes will be the subject of a Reg 25 consultation and the residents and PC will be given the opportunity to comment on the changes, which is a whole scale revised application and ES.
12. Cllr Nagpal raised questions about the meeting on 28th November. Highways Development Management and Planning Officers were not at that meeting but our understanding is that Shenley Park as a VALP allocation has been considered in the Study. The A421 Study is a separate study that examines the length of the A421, which is separate to the planning application and TA which looks at the existing functioning of the principal network around the application site and models the development on the network to determine the impact of the development. This is therefore entirely separate to the purpose of the A421 Study.
13. Cllr Nagpal has asked the questions on the slide deck and we have made enquiries to Bucks Highway Strategy who ran that meeting as to whether this is available.
14. Cllr Nagpal suggests that in light of the A421 Corridor Study not yet being complete or available, that the SPD is ineffective and that "decisions on some of the strategic aspects of future connectivity and longer-term function of the infrastructure network are not yet able to be made." Moreover, it is suggested that the SPD should be re-examined and fails to consider full effects, including future sites in the HEELA. In response, the objective of the A421 Study is

to ascertain the functioning of the A421 and to inform whether improvements are needed and necessary, and how any improvements could be delivered. By contrast the SPD, is a document that sets out how to best deliver the policy allocation and to develop Shenley Park, taking into account existing constraints and placemaking objectives. The Shenley Park development sits at the extreme end of the A421 in Buckinghamshire. The Bottledump Roundabout is outside of Bucks in MK. Further there is a policy requirement for a link access from the A421 to H6. Therefore a new junction on the A421 is inevitable to facilitate the access, and these matters are fixed in the policy. The A421 study and the SPD are therefore two separate documents that sit alongside each other. It is ultimately for the applicant to provide a robust TA to evidence the current strategic transport network and what the impacts will be of the development and for the Highways Authority to advise the LPA as a consultee, what those impacts are and whether those effects are acceptable or not, with mitigation. Not having a complete A421 Study doesn't render the SPD ineffective or not fit for purpose.

15. Cllr Nagpal suggests that HELAA sites should be considered but these are related to potential sites to come forward in the future, not those allocations that are present now and cannot be factored into the assessment.

I trust the salient matters are reflected and the advice is of assistance,

Kind regards

Clare

Clare Gray

Principal Planner (Development Management Majors)
Planning, Growth and Sustainability
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clare.gray1@buckinghamshire.gov.uk

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

From: clerk@whaddonbucks-pc.gov.uk <clerk@whaddonbucks-pc.gov.uk>

Sent: 06 February 2025 14:08

To: Sarah Armstrong <sarah.armstrong@buckinghamshire.gov.uk>; Clare Gray <Clare.Gray1@buckinghamshire.gov.uk>; Claire Bayley <Claire.Bayley@buckinghamshire.gov.uk>; James Duncan <james.duncan@buckinghamshire.gov.uk>

Cc: Beville Stanier Bt <bdstanier@whaddonbucks-pc.gov.uk>; Derek White <dwhite@whaddonbucks-pc.gov.uk>; Graham Stewart <gstewart@whaddonbucks-pc.gov.uk>; Helen Hickman <hhickman@whaddonbucks-pc.gov.uk>; Jane Herriman <jherriman@whaddonbucks-pc.gov.uk>; Jonathan Allard <jallard@whaddonbucks-pc.gov.uk>; Neeraj Nagpal <nnagpal@whaddonbucks-pc.gov.uk>

Subject: [EXTERNAL] FW: Additional Comments/Questions from Engagement Meeting 10th December

[Please note this has been sent from an external source - treat with caution and do not open attachments / use links until you are sure this is a trusted communication see intranet/IT for advice.]

Dear All,

Clerk's Update for Meeting of Whaddon Parish Council

Thursday 13th February 2025
At 7.00pm Chapel School Room

ADMINISTRATION

General Administration	Research on protocols on business plans Research and reschedule meeting calendar Research election procedures and deadlines Review new Cllr Finance Guide. Monitor planning applications and update register. Attend BC Clerks' Forum and submit complaint on planning process. Assist resident wit planning problem – dropped kerbs Assist with GCHQ windy ridge meeting Attend and provide minutes for Shenley Brook End developer engagement meeting Monthly payroll Update reports for cash book, budget monitoring and bank rec.
Communications	Meeting A Biggins regarding potential website content on WWII content Email/FB posts/website news letters. WPC Website; updates, load news items, sort out the website calendar. Security issues with website.
Roads & Footpaths	Assist with MVAS. Report flytipping Report playground damaged sign Monitor flooding Church Lane FOI request regarding RTA on Coddimoore Lane Various on High St HGV damage issue.
Street Lighting	Monitor new electric contract.
Training	

PROPERTY

Recreation Ground	Monitor rec condition/mowing/hedging/litter - bi-weekly inspections. Chase grant application. Research and get quotes and grant for Rec. benches.
Constable's Plot	No Items
Allotments	Monitor allotments and WhatsApp Group Chase overdue payments – 2.
Bus Stop	Monitor



WordPress Websites
for Business & Government



Websites for Parish and Town Councils

Quote for Whaddon Parish Council

Suzanne Lindsey
Clerk to Whaddon Parish Council

James Stirling (on behalf of)
EyeLid Productions
Turvey House
Coldwells Road
Hereford
HR1 1LH

WordPress Websites for Government
<https://eyelidproductions.co.uk/wordpress-websites-for-parish-councils/>
31 January 2025

EyeLid Productions are pleased to be able to provide with a quote for your replacement website.

We will provide you with a site based on WordPress as the content management system (CMS) and CloudNext (our provider of choice) for hosting and domain management. This should give us the best long-term resilience at an excellent affordable price. WordPress drives over 80% of all website throughout the world.

The style and theme, based on extensive research from Clerks across Bedfordshire and Herefordshire, provides a fresh, visually appealing looking website. They spent a considerable amount of time researching the market, with a focus on suppliers used by other Parish Councils.

Key criteria that we believe should be key to your website: -

- A website you fully own - this will lower risk
- Standard WordPress Theme used to run the website – used by millions and well supported (with no custom technology or scripts)
- Provision of an easy to use, tested CMS that is flexible and can be expanded as needed
- Considerable number of included on-line training videos
- Separate website hosting – lowers risk as not dependant on a small provider to manage the package.
- Easy content management of site focus on the Clerk or alternatively the Clerk supported by a Councillor
- Individual PC email accounts for councillors based on the domain name
- Easy to add Minutes, Agendas, and documents
- Community engagement using automated emails of new Posts/Newsletters
- Meets Accessibility requirements (WCAG 2.1/2.2)
- Accords with Privacy and DPA2018/GDPR requirements
- Built with a .gov.uk domain (and management of)
- Low cost of ownership with a simple cost model
- Separate sections for local and neighbourhood planning
- Different User roles
- Translation Tool for Welsh Council Sites (if requested)
- We transfer over the relevant information from your old website

Eyelid Productions - Websites for Town and Parish Councils

The site provides planning information with a link to the Local Planning Authority (LPA). Depending on the facilities available, the LPA may provide a simple search facility or an interactive map. Where the LPA provides relevant data feeds that information can be visualised on the Councils own site.

There is search facility to look for information on the site.

Community Engagement

A key factor in Community engagement is the Mailing list management system. This allows residents to subscribe to Council updates, agenda, posts, and information relevant to the community. It provides a high level of automation. This includes automatically send emails when posts, in specific categories, are posted on the site.

There is the option to comment on posts on the website, if required.

Calendar

A calendar of meeting and events is integrated into the site. This can be expanded to add in other event types or groups.

We can link this with on-line booking systems such as Hallmaster or similar systems

Images and Photos

There is a photo gallery to illustrate images on the website including different galleries for different pages.

Document Management

Document management is built in, allowing easy access to a range of items including policies, agendas, minutes, and relevant financial and audit documents. This includes the ability to add folders, link from different pages to any of these items. This makes it easy for the Clerk or their assistant to add items such as the annual AGAR. This is normally a drag and drop process making it quick and easy to use.

Timescales

Once we have received confirmation request and the domain is live, we will move all the relevant content. Typically, this will take about two weeks.

We will move all relevant old content, assuming it is accessible from the old site to the new site. If content is not available on the public area of the site (for example recent minutes) we will provide a service (such as DropBox) to allow us to add them to the site.

Once completed the site will become yours.

Handover and Support

We have minimised any licence fees and incorporated those into the annual support fees. You are provided with full admin access, which means you can make any changes you need without having to wait for someone else to do them. If you are stuck, we can provide you with support and there is a huge amount of support, including training videos on the web as well.

This will be your site and you will have complete control over it, with support. Training is provided during hand over of the site and unlimited access to on-line training resources

Eyelid Productions - Websites for Town and Parish Councils

Banks) and as recommended by GDS (Government Domain Services). They are also recognised as one of the key providers by GDS. All their servers are in the UK as required under Data Protect Act 2018 (DPA).

Hosting (including the domain) is arranged directly with CloudNext and we will work with you to walk you through the simple process of signup.

CloudNext include an SSL (Secure site) Certificate as part of the package, this requires them to host the name servers. This is a standard feature.

Support – Eyelid will provide technical support including all WordPress updates such as themes, plugins, security updates. Updates are tested before being rolled out. This includes a remote monthly backup of the website and its database. If disaster strikes, you are covered. The fee for this support service is paid annually.

We provide access to nearly thirty (and growing as topic requests come in) short on-line training videos are a key part of the service, as well as email support. Eyelid have a huge range of experience rolling out this solution with a significant number of Town and Parish Councils using the service. We are very experienced in the challenges faced by Councils.

The solution proposed above gives long term flexibility as website software and content management systems continue to evolve. The offering includes updates, enhancements and other options if requested. WordPress has many add-on modules to help us reach out, contact people, and engage. The support fees covers the cost of any licences for plugins and the theme.

Training is provided during hand over of the site and unlimited access to on-line training resources

Additional Services on offer include

- telephone or web based training at £50 per hour (typically for a new Clerk taking over)
- On-site training for one day £400 plus travel costs @45p per mile (from Hereford)

Backups

CloudNext have a 30-day rolling backup of your website and email. There is also 60-day rolling backup of the content. This is in addition to the WordPress built in version control for content n pages and posts.

This should ensure if a disaster occurs the site can be reinstated from a backup with the minimal loss of data.

Eyelid Productions - Websites for Town and Parish Councils

Town/Parish/Community Councils

alderleyedge-pc.gov.uk
aspleyguiseaparishcouncil.gov.uk
arlesey-tc.gov.uk
bailinghambolstonehertland-pc.gov.uk
bartestreetwithlugwardinegroup-pc.gov.uk
bartonleclay-pc.gov.uk
bletsoe-pc.gov.uk
bolnhurstkeysoe-pc.gov.uk
blunham-pc.gov.uk
bramley-pc.gov.uk
bredeburygroup-pc.gov.uk
brilley-pc.gov.uk
bromham-pc.gov.uk
camptonandchicksands-pc.gov.uk
carltonwithchellington-pc.gov.uk
chalton-pc.gov.uk
chartham-pc.gov.uk
clapham-pc.gov.uk
claphill-pc.gov.uk
colmworth-pc.gov.uk
copls-pc.gov.uk
cradleyparishcouncil.gov.uk
cranfield-pc.gov.uk
deanandshelton-pc.gov.uk
dormingtonmordfordgroup-pc.gov.uk
dunton-pc.gov.uk
eggington-pc.gov.uk
everton-pc.gov.uk
felmershamandradwellparishcouncil.gov.uk
flittonandgreenfieldparishcouncil.gov.uk
fordham-pc.gov.uk
greatdenhamparishcouncil.gov.uk
harbledown-pc.gov.uk
hamptonishoppaparishcouncil.gov.uk
henlow-pc.gov.uk
harlington-pc.gov.uk
haynes-pc.gov.uk
herneandbroomfield-pc.gov.uk
houghtonconquest-pc.gov.uk
kempstonrural-pc.gov.uk
kempston-tc.gov.uk
kentworthparishcouncil.gov.uk
kingsland-pc.gov.uk
knottstingandsouldrop-pc.gov.uk
langford-pc.gov.uk
linton-pc-herfordshire.gov.uk
littlestaughtonparishcouncil.gov.uk
marnhull-pc.org.uk
marstonmoreteyney-pc.gov.uk
maulden-pc.gov.uk
melchwyd-pc.gov.uk
mylandcommunitycouncil.gov.uk
northillparishcouncil.gov.uk
odell-pc.gov.uk
oldwarden-pc.gov.uk
orieton-pc.gov.uk
pertenhallandswineshead-pc.gov.uk
podington-pc.gov.uk
pulloxhillparishcouncil.gov.uk
Ravensden-pc.gov.uk
roxton-pc.gov.uk
salfordpriors.gov.uk
standon-pc.gov.uk
sharnbrook-pc.gov.uk
shillington-pc.gov.uk
southillparishcouncil.gov.uk
tilsworth-pc.gov.uk
stanbridgeparishcouncil.gov.uk
staploe-pc.gov.uk
streatley-pc.gov.uk
sundon-pc.gov.uk
titeygroup-pc.gov.uk
thurleigh-pc.gov.uk
toddingtonparishcouncil.gov.uk
turney-pc.gov.uk
walford-pc.org.uk
walford-ndp.co.uk
wickhambreaux-pc.gov.uk
wilden-pc.gov.uk
willington-pc.gov.uk
wixams-pc.gov.uk
wymington-pc.gov.uk
stfaganscc.gov.wales

clerk@whaddonbucks-pc.gov.uk

From: David Taylor <davetaylor@buckinghamshire.gov.uk>
Sent: 29 January 2025 19:23
To: clerk@whaddonbucks-pc.gov.uk; Suzanne Lindsey
Subject: [REDACTED] - Price Increase 2025

Hello Suzanne

I write to advise of a price increase for the mowing as follows:-

Recreational Ground £170.00 (£5 increase on 2024 price)
Entrance to Old Manor Close £41.00 (£2.50 increase on 2024 price)
The Green £52.00 (£2.50 increase on 2024 price)

I trust this is acceptable, many thanks.

[REDACTED]

Ross Lawry

AGRICULTURAL SERVICES



170 Aylesbury Road, Bierton, Aylesbury, HP22 5DT - 07792483191
rosslawryagriculturalservices@outlook.com

Quotation

Suzanne Lindsey

Whaddon Parish Council

parishclerk@whaddonbuckspc.org.uk

	Per cut
Verge mowing and strimming for village of Whaddon per map to be provided	£440.00
Verge mowing and strimming Old Manor Close Embankment	£45.00
Additional work per email from Suzanne agreed 01/07/2024	£20.00

September/October Hedge trimming of Whaddon Recreational Field

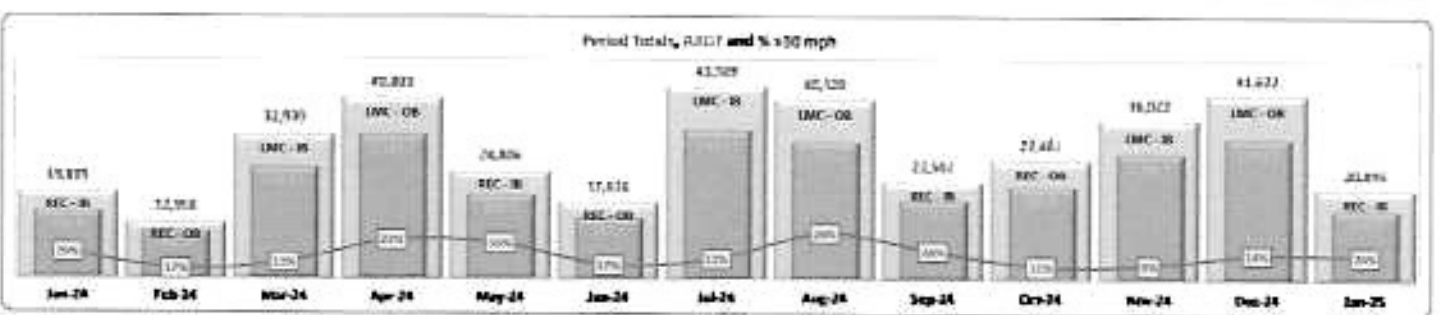
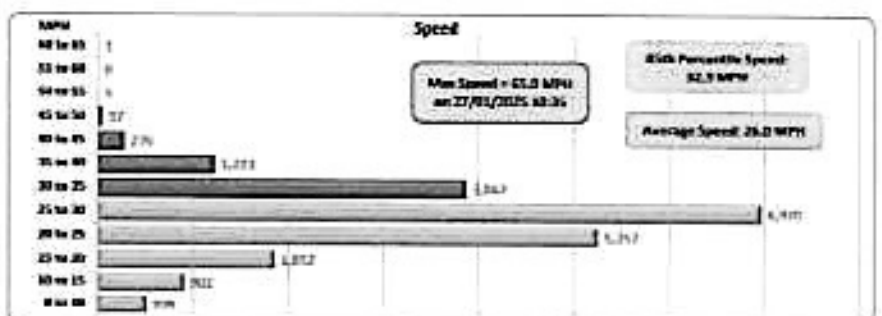
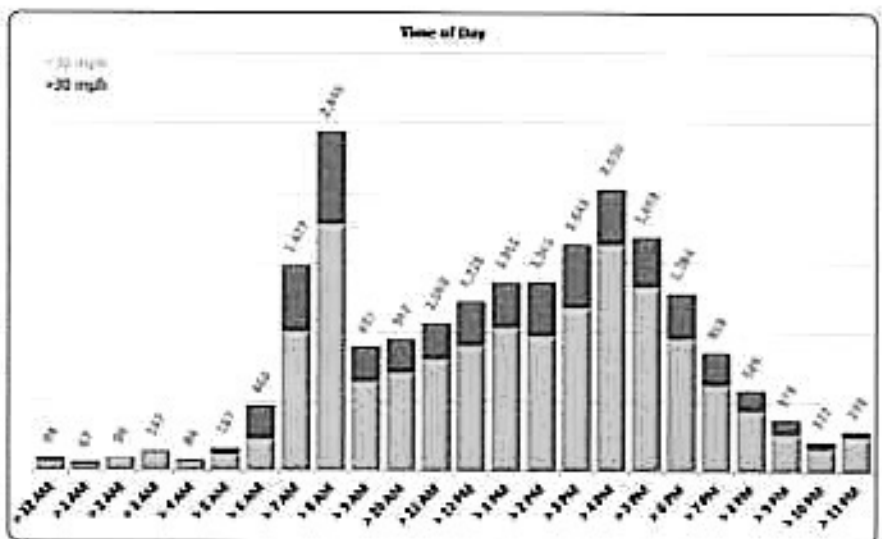
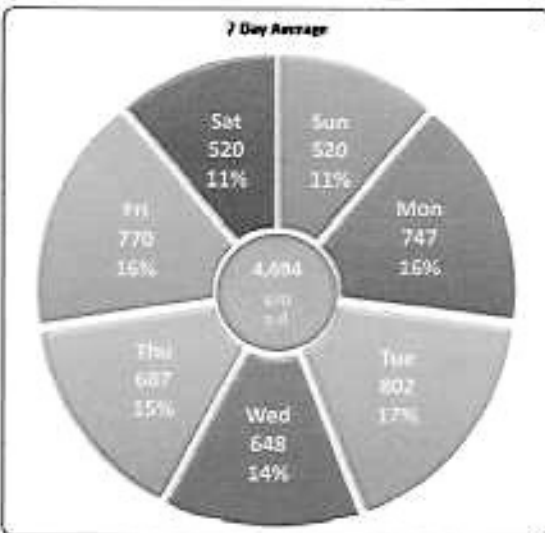
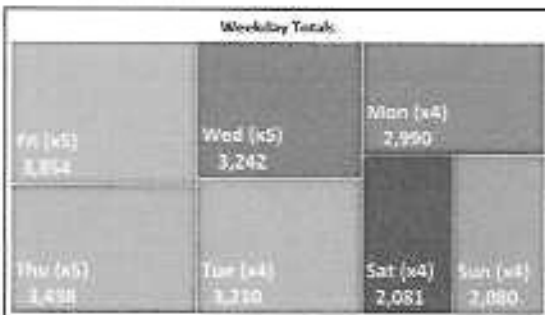
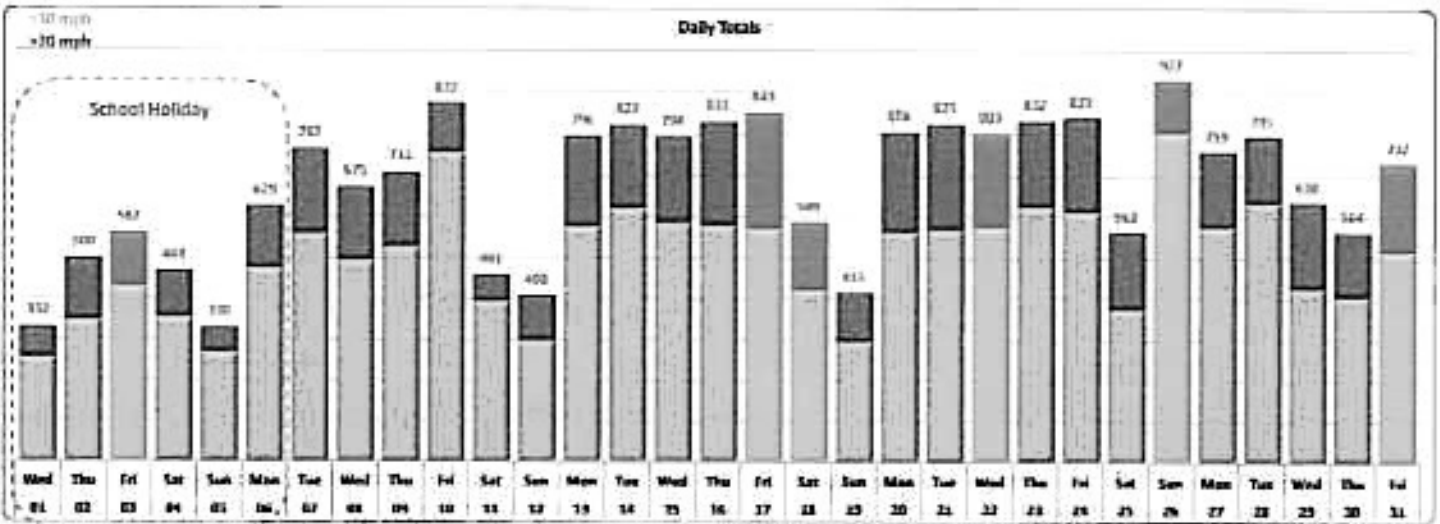
£340.00	+ 10
£70.00	+ 10

Whaddon Allotment Hedge – providing it ties in with one of the above visits

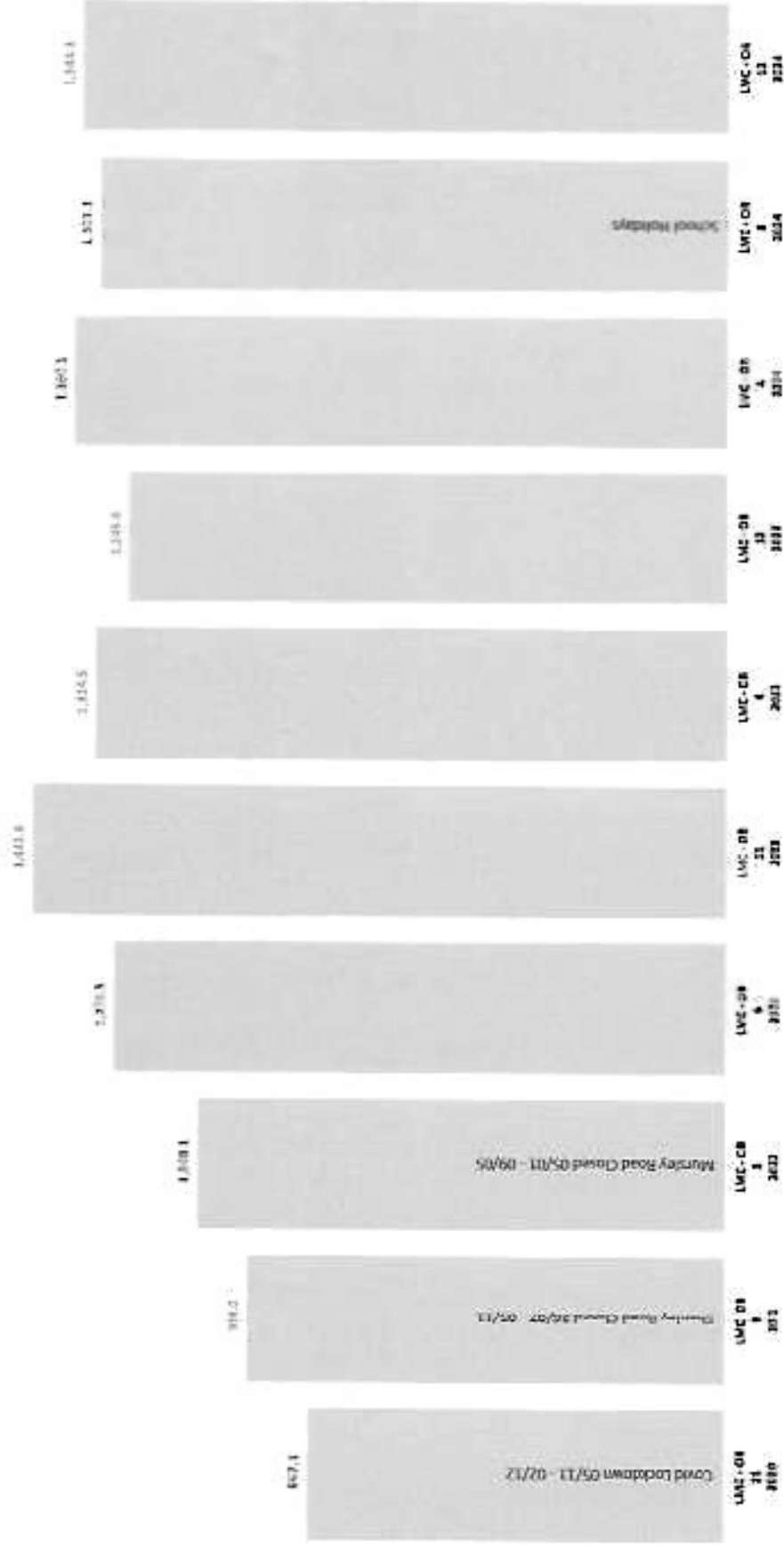
WHADDON PC | MVAS Statistics

Period: January 2025 (Wed 1 Jan - Fri 31 Jan)
 Days this Period: 31
 MVAS Location: Recreation Ground *traffic recorded Inbound direction
 Total Vehicles: 20,895 AADT: 674.0

5 Day Ave	WL	1	2	3	4	5	Period
7.47%		4.57%	4.12%	4.07%	7.00%		
Mon - Fri		464	730	618	821	607	730



Average Daily Traffic



WHADDON PC | MVAS Statistics

Period: December 2024 (Sun 1 Dec - Tue 31 Dec)
 Days this Period: 31
 MVAS Location: Ladymead Close *traffic recorded Outbound direction
 Total Vehicles: 41,672 AADT: 1,344.3

5 Day Ave	Wk	1	2	3	4	5	Period
		4,207.0	4,179	4,111	4,121	4,105	
Mon - Fri		1,711	1,527	1,712	816	813	1,344.3

